

RACING DATES FOR 1927

June 17, 18—First New England National Regatta, Boston, Mass.

June 26—Bear Mountain Handicap, Colonial Y. C., N. Y.

July 2, 3, 4—Mississippi Valley Regatta, Houston, Texas

July 9—Block Island Race, New York Athletic Club, N. Y.

July 9, 10, 11—Beaumont Yacht Club, Beaumont, Texas

July 22, 23, 24—Cleveland, Ohio.

July 25, 26—Philadelphia to New York for Cruisers and Express Cruisers

July 29—Bayside Around Block Island Auxiliary Race

July 29—Craig Trophy Race from Execution to Sheephead Bay around Long Island

July 29, 31—Buffalo Launch Club.

August 3, 4—Hunt Trophy, Execution Rocks to Great Captain's Island to Cornfield and return.

August 6—Gold Cup Races, Greenwich, Conn.

August 8, 9—Tri State Y. C. Essington, Pa. to St. Michaels, Md.

August 11, 12, 13—St. Michaels, Maryland

September 3, 4, 5—Detroit, Michigan

September 10, 12—Maryland Yacht Club, Baltimore, Md. National Regatta

September 16, 17—Washington, D. C.

September—International Regatta at Buffalo, N. Y. for 1½ liter, 151 cubic inch, 725 cubic inch and other classes.

December 9, 10, 11—San Diego, California National Regatta

January 20-28, 1928. Motor Boat Show, Grand Central Palace, N. Y.

March 16, 17, 1928—Miami Beach, Florida

March 19, 20, 21—Motor Boat Show, Miami Beach, Florida.

Photograph by C. R. Engelbrecht



Gar Wood, motor boat champion was among the first to congratulate Major H. O. Segrave on his successful attempt at the record in which he succeeded in doing better than 200 m.p.h. with his Mystery car

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1927

MOTOR
BOATING

119 WEST 40th STREET
NEW YORK, N. Y.

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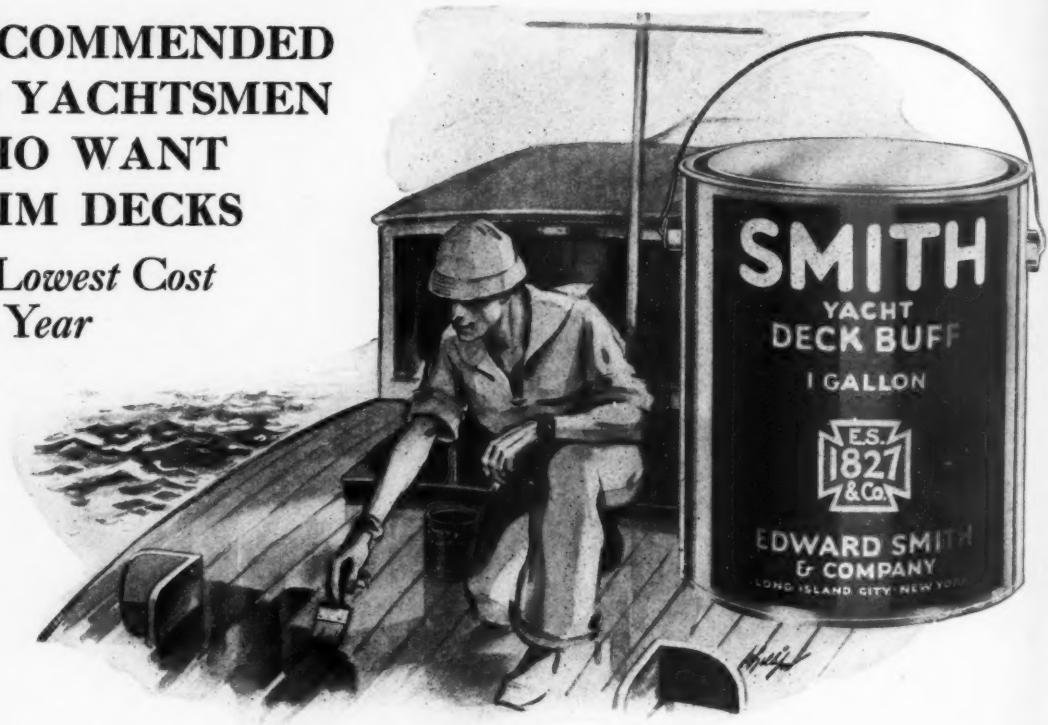
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Per Year



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Miami Beach to have Motor Boat Show

THE success of the recent races at Miami Beach, Florida, has led those in charge to plan even greater things for 1928. The dates for next winter's races have already been announced for March 16 and 17, 1928. Efforts will be made to get an even larger entry list than in 1927.

An entirely new and novel feature, however, will be introduced in connection with the 1928 races. This will be in the form of a Florida Motor Boat Show at Miami Beach on March 19, 20 and 21, the three days following the regatta. The Show will be an out of doors one which is made possible by Florida's beautiful weather at this time of the year.

The city of Miami Beach has set aside Flamingo Park located in the center of the city for this Motor Boat Show. The boats competing at the regatta will be put on display after the races and those owners, manufacturers and boat builders who have craft competing in the regatta will be given exhibition space. The City will put on motion pictures in the Flamingo open air theatre adjoining the exhibition grounds during the Motor Boat Show and manufacturers and owners will be allowed to have their own films shown.

No charge will be made for exhibition space or admission. With the many thousands of visitors in the South at the time of the motor boat races, together with a permanent population of well over 100,000 in Miami and Miami Beach, it is believed that more than 200,000 people will visit the proposed Motor Boat Show and avail themselves of the opportunity to inspect the latest developments in boats and engines.

As Flamingo Park, where the exhibition will be held, is located only a stone's throw from Biscayne Bay, it will be possible to have boats in the water for demonstration purpose.

Motor Boating by Radio

IN order to keep the motor boatmen of the country as well as the countless thousands of others who are interested in boating these days, informed of various activities planned for this Spring and early Summer, a series of talks by radio has been planned by members of the Regatta Circuit Riders Club. These talks will be given from station WABC, New York City (316 Meters) Wednesday evenings at 8:30 o'clock.

It is planned to include in these radio talks, not only a mention of the various racing and boating events but to thoroughly cover the whole subject of motor boating, cruising, boat handling, navigation, fishing, the Yacht Clubs, etc. etc. The complete schedule follows:

Date	Speaker	Subject
May 4	Charles F. Chapman	Keeping a Motor Boat
	George W. Sutton, Jr.	Fishing by Motor Boat
	Ira Hand	Where to Cruise in your Motor Boat
	Charles F. Chapman	Motor Boat Navigation
June 2	George W. Sutton, Jr.	Types of Motor Boats
	Ira Hand	The Season's Motor Boat Racing
	Charles F. Chapman	Motor Boat Handling
	George W. Sutton, Jr.	Things to see by Motor Boat
July 7	Ira Hand	Your Motor Boat Vacation
	Charles F. Chapman	Yachting Etiquette
	George W. Sutton, Jr.	New Motor Boat Records
	Ira Hand	Motor Boat Champions and their plans
28	George H. Townsend	The Gold Cup Regatta

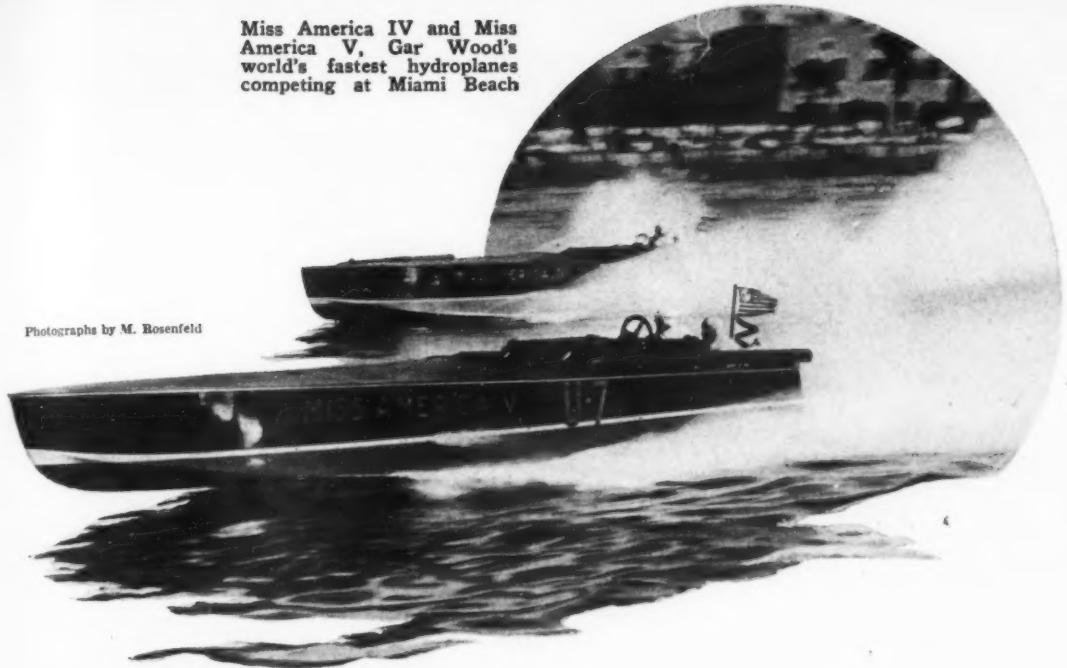


“Pete” Chase of Miami Beach

ONE of the outstanding figures in Florida racing activities is C. W. Chase, Jr. To him goes a large share of the credit for the success of the Biscayne Bay races during the last several years. As Secretary of the Miami Beach Yacht Club and General Secretary for life of the Regatta Committee in charge of the Miami Beach races, Mr. Chase has contributed largely of his ability, enthusiasm and organization qualities to the advancement of yachting generally. In business Mr. Chase is Secretary of the Carl G. Fisher Companies.

Miss America IV and Miss America V, Gar Wood's world's fastest hydroplanes competing at Miami Beach

Photographs by M. Rosenfeld



New World's Records Made at Miami Beach Regatta

All Classes of Boats from Smallest Outboards to the Eighty-Mile-an-Hour Hydroplanes Compete at Annual Biscayne Bay Races

If there are any people who believe Florida needs sympathy, they should have attended the Biscayne Bay Motor Boat Regatta held at Miami Beach late in March. Any doubts that might have been in their minds as to the prosperity or physical condition of this State or the enthusiasm and confidence of its people would have been cleared away forever.

It is hard to imagine how a more successful series of motor boat races could be possible from any point of view. The entries included the country's best and most famous boats, everything from Gar Wood's world champions, Miss America IV and Miss America V, down to the smallest and most humble outboard craft. The list of visiting yachtsmen who were at Miami Beach for the regatta was never as large, the support and enthusiasm which the local yachtsmen and merchants gave to the event was almost unbelievable. The trouble and efforts which everyone went to in order to make the affair one of national importance, showed the same spirit which has made Miami Beach what it is today.

So many individuals assisted in a large measure toward the success of the regatta that it would be hard to single out one or even a few to whom the greatest credit should go. Of course, C. W. Chase, Jr., Secretary of the Miami Beach Yacht Club and the man in general charge of nearly all of the arrangements, was again at the helm and to his experience and judgment can be attributed much of the success.

Assisting Mr. Chase there were a large number of

well known yachtsmen from the North who were in Miami Beach for the Regatta, as well as a number of local yachtsmen. Jesse H. Jay was in charge of broadcasting. For several weeks previous to the races, Mr.

Jay who is in charge of Station WIOD, made announcements over the air several times during an evening, of the Regatta plans. During the race days,



Commodore Demarest starts the many classes at the Miami Beach Regatta



Miss California, the 151 inch hydroplane owned by Richard Loynes of Long Beach, California, and powered with a Miller engine which won all the events for this class in recent Florida Regattas

this Station was on the air both afternoons and the broadcasting was under Mr. Jay's personal supervision. A number of loud speakers were set up at different places along the shore and most of the yachts at anchor around the course had receiving sets tuned in. In this way it was possible to keep all of the spectators advised all of the time of just what was taking place. Mr. Jay gave technical descriptions of all the competing boats, their power plants, names of the drivers, courses etc.

R. A. Barry was Chairman of the Boat's Committee. Mr. Barry is the local distributor of the Dodge Water Cars and through his familiarity with the yachtsmen at Miami Beach, he was able to place at the disposal of the Race Committee and the various sub-committees a number of fast craft to perform all kinds of duties as required by the members of these Committees. Dr. F. D. Felt was Chairman of the Chance Race Committee and J. L. Becknell, Chairman of the Course Committee. Mr. Becknell had two accurate courses surveyed and laid out. All of the boats, with the exception of the Miss Americas and the express cruisers, competed on a course of 1½ miles in length and the two classes mentioned above raced on a two mile course on Flamingo Bay.

J. R. Brownell was in charge of the Express Cruiser event and through his efforts, the entry list for this race was larger than any similar race in the past. Chief Stevenson of the Miami Beach Fire Department saw to it that all fire hazards were reduced to a minimum. Firemen were on duty at various stations on shore and all boats in charge of patrol and other official duties

connected with the race, were equipped with fire fighting apparatus furnished by the Miami Beach Fire Department. Dr. C. F. Roche, as Fleet Surgeon provided several ambulances and a number of nurses who were stationed on shore and on various official boats.

Of course, Commodore A. A. Schantz of Miami Beach and Detroit was at the head of the Judge's Committee which position he has held since racing was inaugurated in Florida some fourteen years ago. Serving on Commodore Schantz's committee were some seventy three well known yachtsmen Edward Meade headed the

Marine Transportation Committee. This Committee was charged with taking care and housing of racing craft from the time they reached Miami Beach. Through Mr. Meade's efforts, it was possible to furnish a number of derricks and lighters

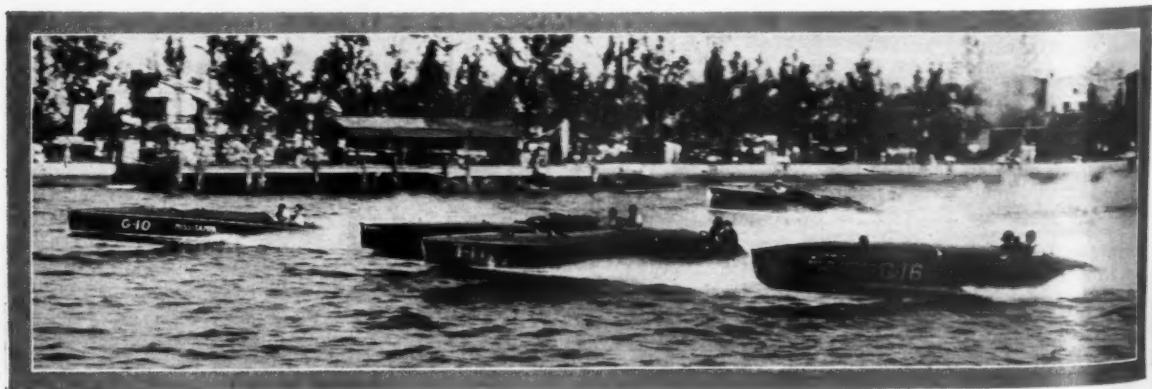


Baby Bandit, the Johnson powered outboard boat which won the Colonel E. H. R. Green Trophy

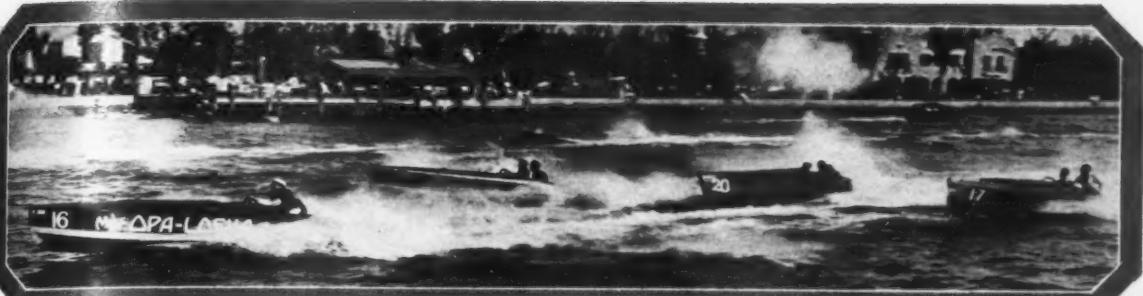
so that all racing craft could be taken out of the water or launched quickly and as often as the owners desired. William A. Scott was in charge of Music, and Commodore Hahn of the Coast Guard saw to it that the course was kept clear at all times. Commodore Hahn was assisted by Colonel Bailey, Harbor Master of Miami Beach. Through Colonel Bailey's efforts, the race course was kept absolutely clean and free from floating drift at all times.

C. C. Matlack assisted by M. Rosenfeld of New York City were in charge of the photographers.

As in years past, Commodore C. W. Kotcher was head of the Prize Committee and collected as valuable a set of prizes as have been offered at any Regatta. Most of these were donated by the merchants of Miami and Miami Beach. In addition such perpetual prizes were competed for, as the Colonel E. H. R. Green trophy, representing the outboard championship of North America.



The start of the Free-for-All with Miss Tampa in the lead



A class for Biscayne Babies for the third consecutive year provided some of the keenest competition seen in the recent races on Biscayne Bay

In the outboard class for the Colonel E. H. R. Green Trophy more than twenty-five of these little speedsters entered



Imp, the winner of the Gold Cup class with her owner, Richard F. Hoyt at the wheel. Imp is a Purdy built and designed craft and is powered with a Wright Gold Cup engine

One of the important committees in connection with any Regatta is that one which is charged with caring for the many wants of the visiting yachtsmen. At this year's Miami Beach races, T. J. Pancoast headed the Reception Committee and he was assisted in his work by thirty prominent men from Miami and Miami Beach. This Committee established headquarters at various places in the two cities and the hospitality which they spread made everyone feel at home—something which perhaps had been lacking in previous Miami races.

In all Regattas the question of getting up to the minute information to the spectators during the races, as well as explaining to them what was going on, has been one which has been a serious factor. At these races, Edgar Louis Keuling with the assistance of the other members of the Spectators Information Committee and a fleet of Sea Sleds saw to it that no one either afloat or ashore was ignorant or in doubt of anything which was going on.

Another feature which added to the attractiveness of these races from a spectator's standpoint was the scheme which was worked out to keep the spectators informed at all times of just how many (Continued on page 210)

erica, the new Miami Beach Trophy representing the Free For All Championship of Florida and the Governor Martin Trophy for the Biscayne Baby Championship and others. Altogether a total of 75 prizes were offered, the total value of which was considerably over \$10,000. In connection with the work of the Prize Committee, the efforts of Mr. Chase should also be mentioned.

The entire Regatta was financed by a program which was issued by George W. Todd and his Program Committee. Their work was performed so well that after all the bills had been paid, there was a balance in the treasury for the 1928 events.

Steve Hanagan in charge of publicity, saw to it that during the Regatta days, as well as during the several weeks in advance, front page stories were carried by practically all the newspapers in the country.

Photographs by M. Rosenfeld

A 34-foot Elco cruisette with its nose against the pile dolphin used as a pivot in swinging ship to all points of the compass



COMPASS CORRECTION by PRODUCTION METHODS

By H. M. Baker

THE average compass aboard a small motor cruiser is an unknown quantity. The owner is satisfied merely to have it on board and knows nothing of its action or errors. In too many cases, he is even unfamiliar with its markings, while deviation and variation are meaningless words. When the occasion arises for use of the compass, he wonders why his point of arrival is far from the desired destination.

In an effort to correct this lamentable state of affairs, The Elco Works of Bayonne, New Jersey, builders of standardized motor cruisers, a year ago adopted the policy of furnishing a good compass with each of their smaller boats, and further, of making it useful to the owner. A special binnacle was designed to suit the boats which contains a four-inch spirit compass of the finest type. The card selected is marked both in points and in degrees from 0 clockwise around to 360 degrees. The company was then faced with the problem of correcting a large number of compasses and giving the owners necessary deviation tables in a form which

would be understandable to even a novice. Previous experience had shown that in spite of the boats being built exactly alike, the compass errors varied materially on individual boats even before the owner had placed his personal equipment on board. A method of placing a boat on known courses was available but took too long and was only possible under favorable weather conditions. It consisted of steering the boat from a navigational light in Newark Bay toward previously determined points such as a flag pole in Elizabethport, a water tank in Newark and in one case the exact point was found to be a shirt on a wash line in Bayonne. The strong tidal current in the Bay, together with prevailing hazy weather, made the scheme uncertain and unsatisfactory.

In casting about for a better method, Mr. Tremaine, Head of the Design Department, hit upon an idea which he worked out with the writer and which has proven to be rapid, easy and highly accurate. An enclosed basin surrounded by docks was available, in the center of which was a dolphin made of several piles securely tied together. A cylindrical structure of wood was built around this dolphin and the exact center of



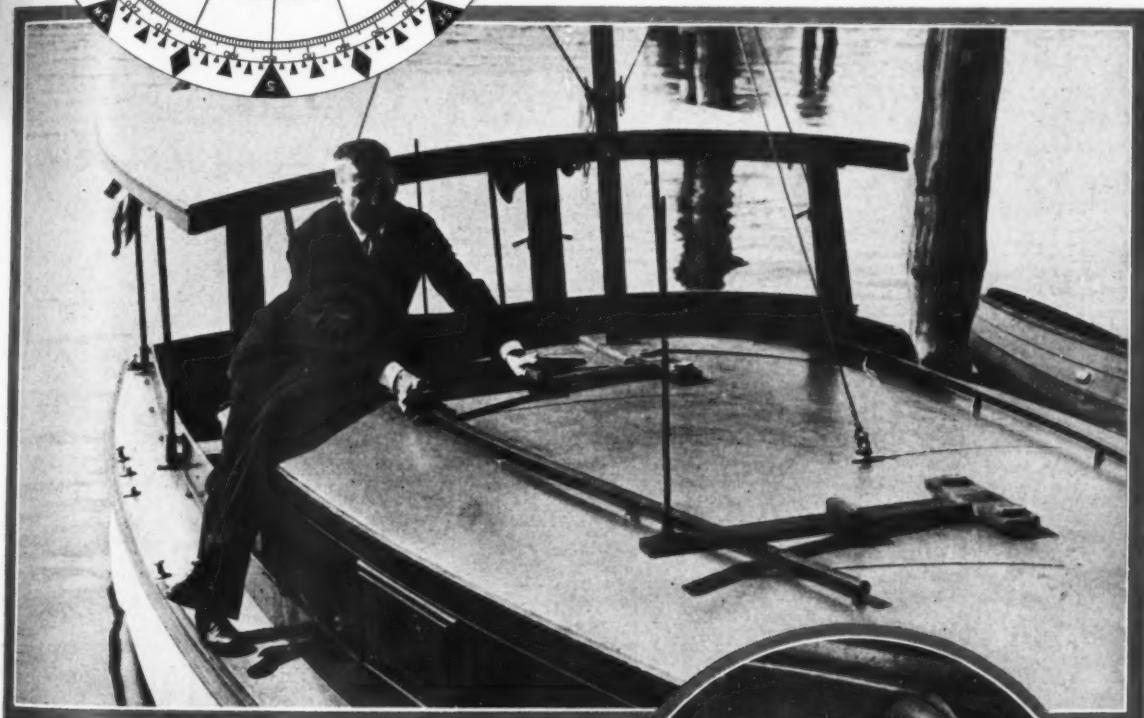
The straddle bug device which allows the bow to rotate around the pile dolphin



Deviation card supplied with all Elco Boats showing the data on it. The instructions for using follow. The inner compass rose represents the boat's compass, and courses shown on it are those actually steered. Outer compass rose represents magnetic courses as taken from the chart. The deviation caused by the iron on the boat is indicated by the connecting lines. To run any given magnetic course locate it on the outer rose, the course to be steered is then found by following the direction of the connecting lines to the inner rose. This deviation diagram is good only for this boat with compass in same position and with the same magnetic surroundings as when the diagram was made. Iron or steel parts within six feet of the compass will affect it if placed in a new position.

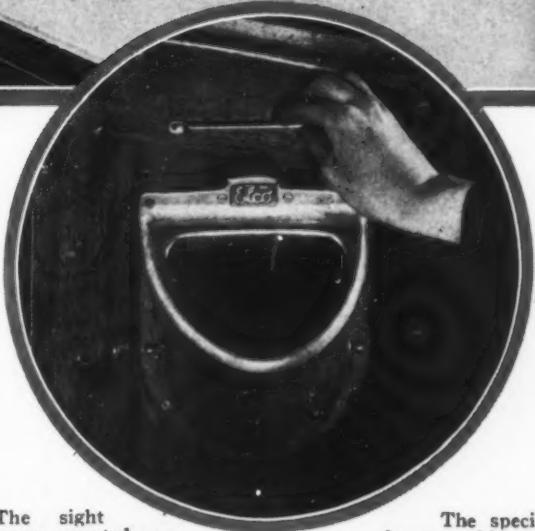
regardless of all but strong winds. Another advantage is that the engine can be run at any speed while the boat is motionless. The action with twin screws is not good, however, as the rudder is not in the slip stream of either screw and varying the engine speeds has little effect.

The final step was the construction of two sights which are set up on the cabin and carefully lined up. A sliding piece allows for variation in the deck crown. They serve to carry the line of sight parallel to the



the cylinder located on a level bit of board on top of the dolphin. Magnetic North was located and checked by an azimuth of the sun, bearings on navigational lights in the bay and observations of a compass free from magnetic influence. The results were reconciled and a marker was placed on the dock which lay within a very few minutes of an exact magnetic north bearing from the center of the dolphin. A sextant was set up over the center of the dolphin and angles of $22\frac{1}{2}$ degrees, or every other point, laid off around the basin. The result was a very accurate set of known magnetic bearings on alternate points.

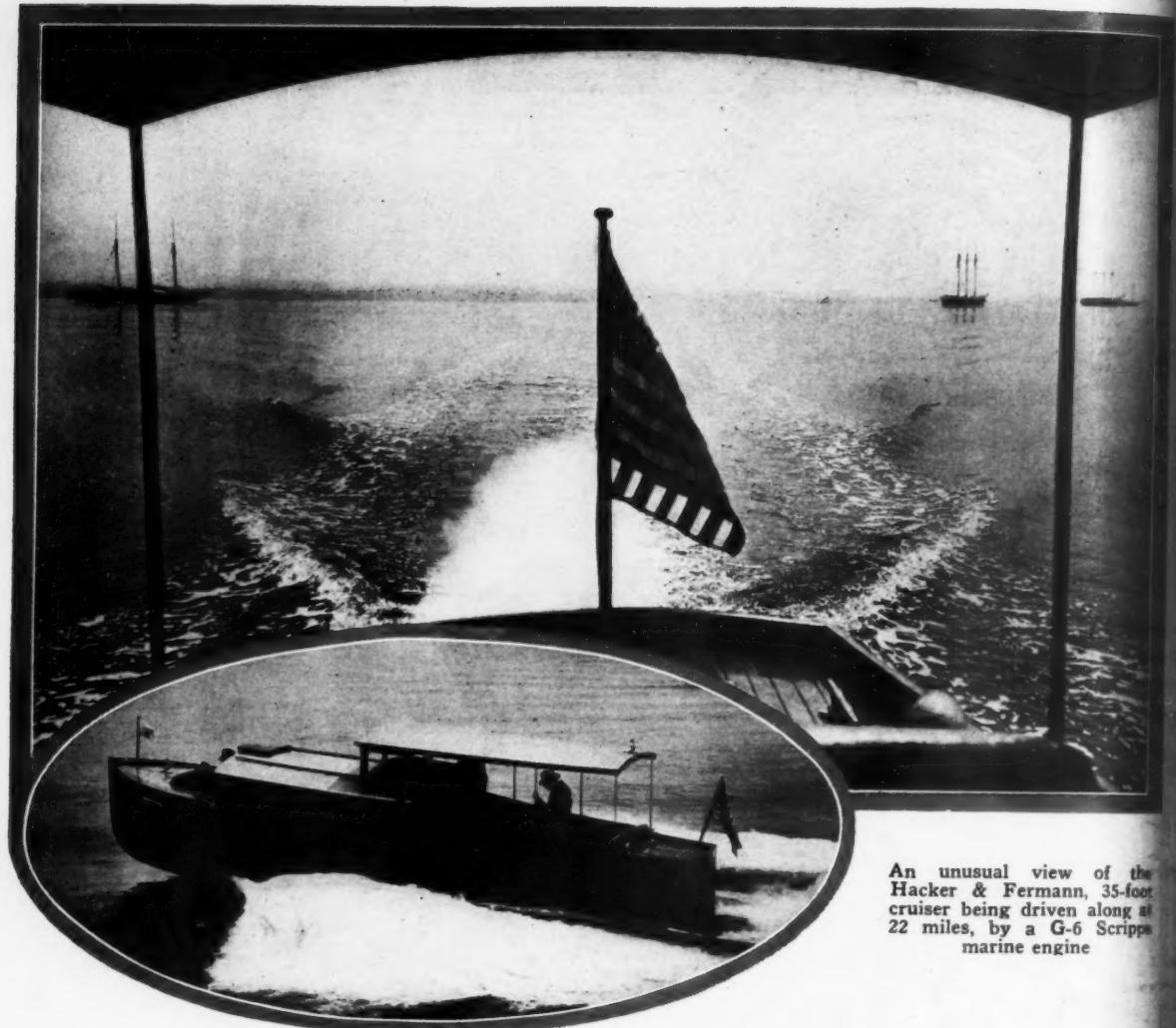
It then remained to devise a suitable means of holding the boat steady on these bearings. A frame was built which acquired the title of straddle bug. This has a padded V into which the bow of the boat fits and a curved segment which fits the cylinder on the dolphin. The photograph best explains its application. Raising or lowering the straddle bug, makes it fit sharp or bluff bows. By this means the boat is held with its keel on a radial line from the dolphin, and with the engine running ahead the boat can be rotated about the dolphin by turning the rudder in the normal way. The control is perfect, a full rotation can be made in about 80 seconds and the boat held steady on one course for as long a time as desired,



The sight vanes mounted on the deck for securing an accurate sight on the shore markers

The special bronze binnacle used on Elco cruisers with a compensating magnet placed above it

keel but clear of the dolphin. Markers were erected on the dock offset from the determined bearings by a distance equal to the offset of (Continued on page 176)



An unusual view of the Hacker & Fermann, 35-foot cruiser being driven along at 22 miles, by a G-6 Scripps marine engine

The CRUISER SEA BIRD

*A Smart Standardized Cruiser Thirty-five Feet in Length
With An All Mahogany Hull and 150 H.P. Scripps Engine*

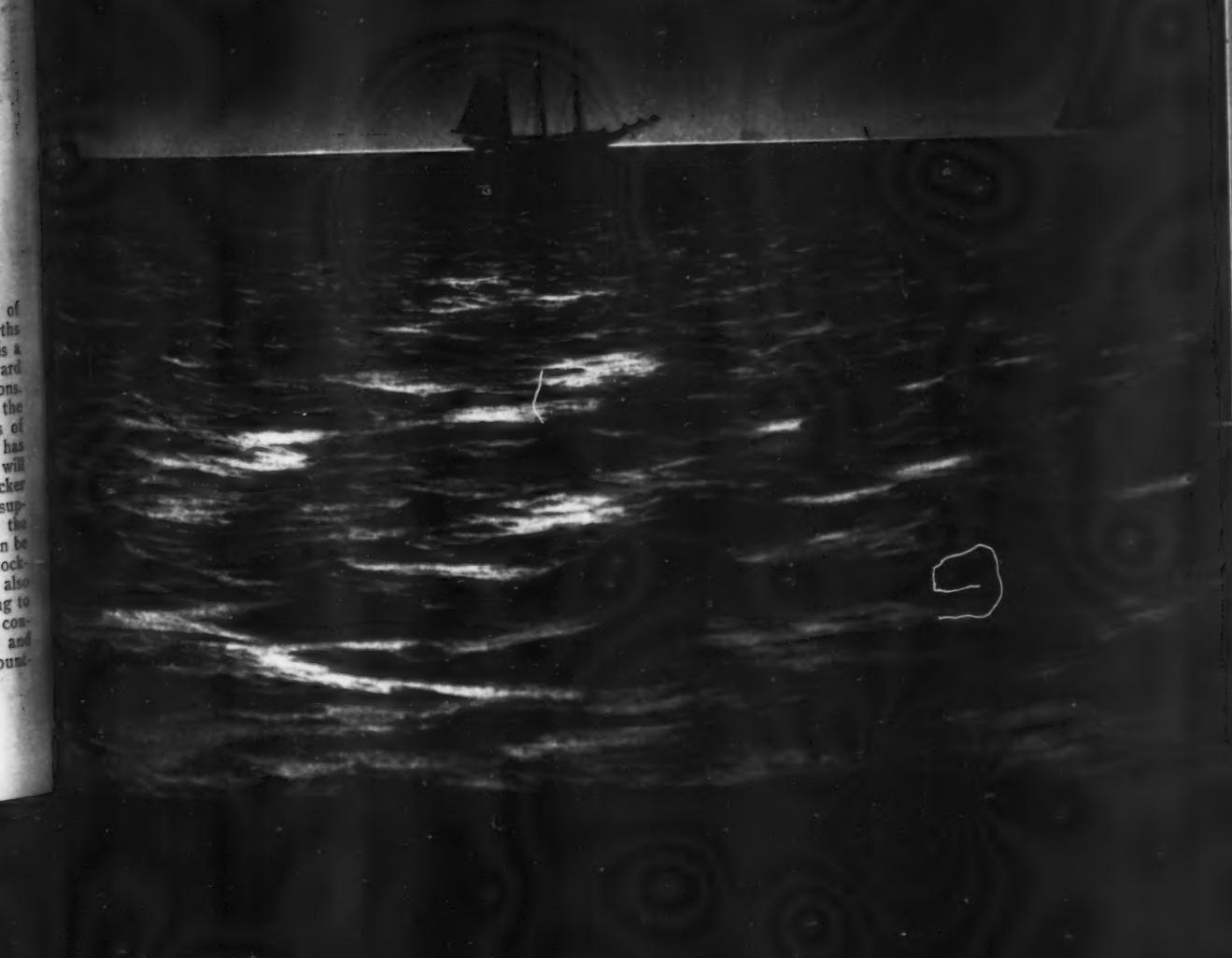
AMONG the leading exponents of standardized boat construction, the Hacker & Fermann Company, have undertaken to supply an extensive line of boats of a sufficient variety of styles to be able to supply almost any reasonable demand for any type of boat. Included in this group is one of their most popular models, their 35 foot Sea Bird cruiser. This boat is an entirely new model this season, and is of the Vee bottom type with a very pronounced flare forward that helps materially to keep her unusually dry under all conditions. This boat has been powered with a G-6, 150 h.p. Scripps engine, which gives her a speed of 22 m.p.h. This speed is quite remarkable, inasmuch as there are very few boats of this size which are able to go as fast as this with an engine of this power.

The hull is entirely planked in mahogany and of the Vee bottom type, which makes it fast and comfortable. It is built to withstand all weather conditions, and by reason of its speed, it will make an ideal boat for commuter service or week-end cruises. Its speed is ample

to make cruising in it a pleasure. The arrangement of the interior is such that four very comfortable berths are found in the cabin. In the extreme bow there is a large locker, and over a portion of this is a forward cockpit seat which will accommodate several persons.

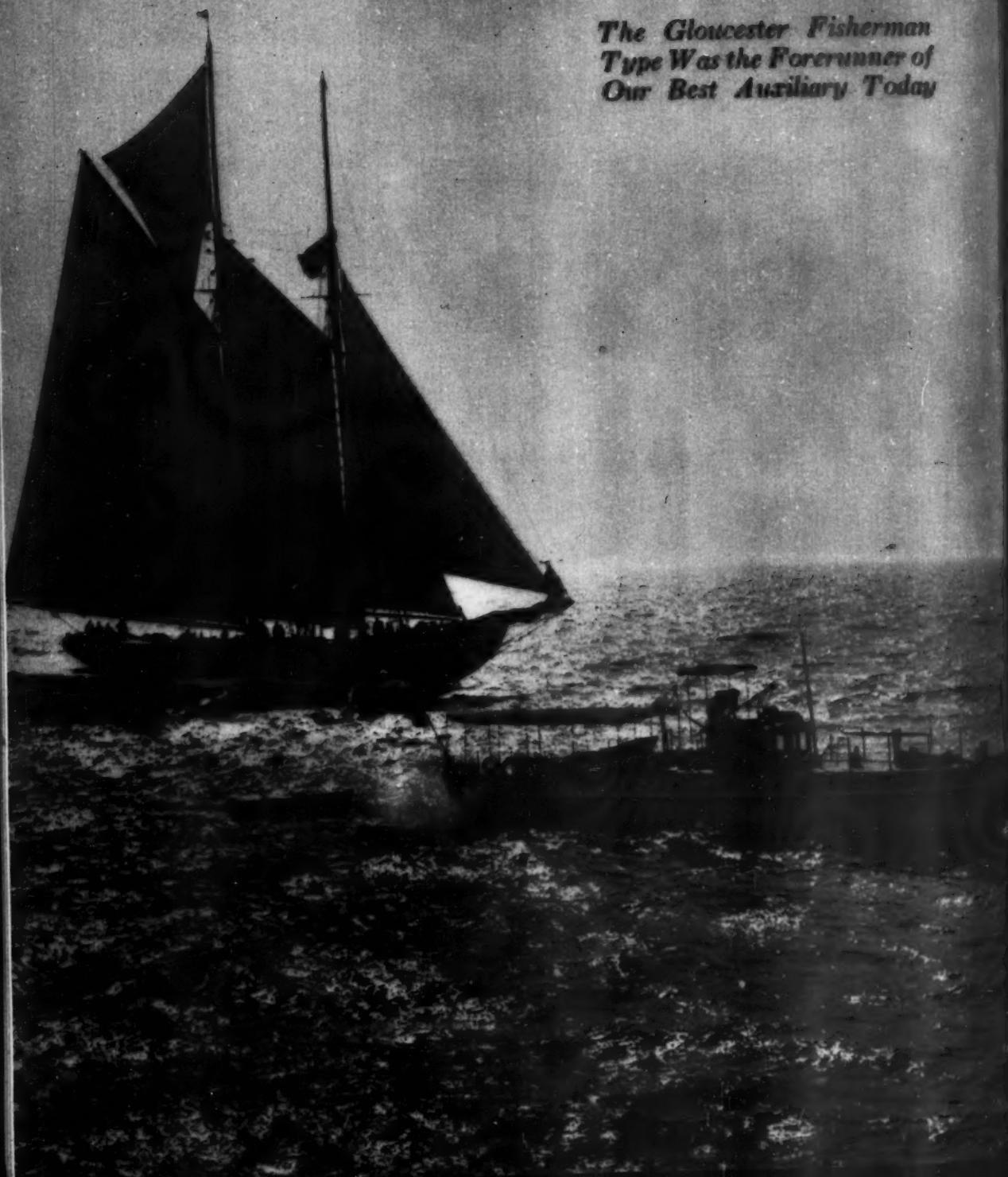
There is an abundance of locker space built into the interior, which is one of the essential requirements of any boat intended for cruising. The cabin proper has full head room, and in the after end of the cabin will be found a large galley, as well as additional locker space for the storage of the galley gear, and food supplies. The usual arrangement builds a locker into the forward portion of the cabin space, this however, can be modified, and altered into an exit to the forward cockpit from the cabin interior. The cockpit space is also very large and commodious, with a well built awning to shelter it. Controls for the engine have all been conveniently located adjacent to the steering wheel, and all instruments necessary for the power plant are mounted in an Elgin panel.

In the *Crimson of the West*



Off the
GRAND BANKS

*The Gloucester Fisherman
Type Was the Forerunner of
Our Best Auxiliary Today*



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Up and Down GLEN CANYON *of the Colorado*

The Long Struggle to Brest the Currents of the River Has Come to an End and the Return Voyage with an Augmented Party in Four Boats with Only Two Engines Has Begun

By Lewis R. Freeman

Author of "In the Tracks of the Traders," "Down the Yellowstone," "By Waterways to Gotham," etc., etc.

Part VI---Back Down the Canyon With Passengers

WE had bucked the current of the Colorado for two weeks, the six of us, to the end that a party of engineers of the United States Geological Survey should have ready a flotilla of boats to carry them back downstream to study the dam-sites of Glen Canyon of the Colorado. Various rumors had been rife respecting the personnel of the expected party. Some of us had heard that it was to include President Harding and Secretary Hoover and a formidable Senate committee; our least impressive list included the Governors of the seven states of the Colorado River Basin.

But it wasn't so much what they were as what they had that intrigued that gaunt, hungry sextette. For a week we had been out of soap, and for three days reduced to a ration of boiled flour and canned pine-apple. We knew that exalted personages must travel with vast quantities of sustaining foods, and as for soap—not the least sophisticated of us but knew that the article (particularly of the soft variety) was practically synonymous with Governors and Senators.

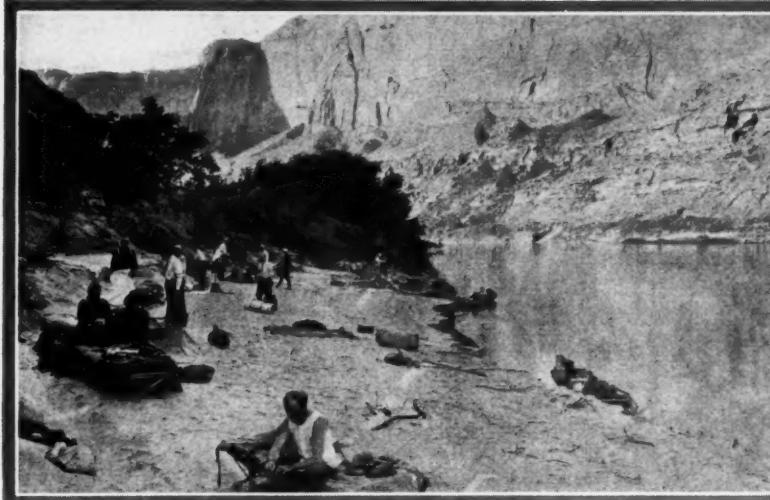
We would never have needed soap and food so badly had we been content to remain in camp and conserve our energies. But being planted in the heart of the most extensive unexplored region of the United States



The complete down river outfit in Glen Canyon.
Four boats driven by two engines

the temptation to clamber into canyons and up heights which had been unpenetrated or unscaled since the days of the cliff-dwellers was too powerful to withstand. Doing this sort of thing on thin flour gruel and pine-apple makes a serious drain upon reserves of adipose tissue, as did also a high-spirited attempt we made to push one of our boats on up through the tumbling rapids, roaring in their cavernous depths, to the mouth of sinister Cataract Canyon, which is credited with the drowning of more voyageurs than any other similar stretch of the Colorado gorge series. We never did last through to Cataract, but we did find our way into one of the wildest and weirdest side canyons that the imagination of a Poe or a Coleridge could depict. But the yarn of that purposeless but fascinating clamber into the strange half-hell, half-temple of the hitherto almost unknown Moqui Canyon must be told at another time.

At the end of a week with the last of the flour gone and nothing left to eat but sliced pine-apple, the long-awaited cavalcade came winding down from the rounded red cliffs above Hall Crossing! There was not a Governor, not a Senator in the lot, and the only President presided over a Mormon Stake. Worse still, as we discovered when



An early morning scene at the first camp on the down trip

we rifled their baggage under cover of darkness that night, about the only soap they had was an ill-assorted collection of those minute little one-wash cakes which unprincipled travelers are wont to lift from hotels.

They had a large supply of wholesome food, though, and not all of their cigars were bad. Indeed, those of Arthur Powell Davis (according to Bill Jones, whom I found smoking one down among the willows) were distinctly good. Bill's taste was probably a bit vitiated, however, from the maple-syrup-vanilla extract cocktails another of the looting river-rats had been mixing from the newly arrived stores. It is an amazing thing how primitive, how savage, a man removed by no more



Bill Jones' forty-foot leap to solid rock

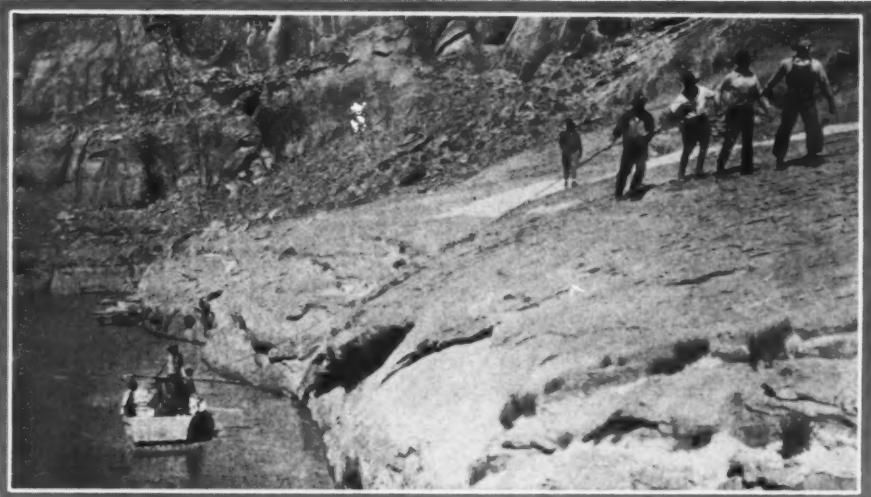


than a month from the amenities and refinements of modern civilization will become.

When we came to con the roster of the party we were to watch over on the river it transpired that, as is always the case with a desert-traveling outfit, it was a good deal more impressive than had appeared when it straggled in. Although there were no political lights in the party, it included men who had already done outstanding work in Colorado River Basin development, and who are destined to exercise decisive influence upon the future of that great work. Indeed, it has occurred to me since that we stowed away more highly trained technical brain power and practical common sense in our four leaking skiffs the next morning than the legislative chambers of certain Colorado River Basin states one could mention have known since their admission to the Union. But take a look at the list.

Arthur Powell Davis, Director of the United States Reclamation Service.

Dr. John A. Widtsoe, Ex-President of the University of Utah, Commissioner of Education and an Apostle of the Church of Jesus Christ of the Latter Day Saints.



Lining down a boat in Glen Canyon

Herman Stabler, Chief Engineer, Land Classification Board of the United States Geological Survey.

Colonel C. H. Birdseye, Chief Engineer, Topographical Branch of the Geological Survey.

Clarence C. Stetson, Secretary of the Colorado River Commission and Assistant to Secretary of Commerce Herbert Hoover.

R. E. Caldwell,
State Engineer
(Continued on
page 154)

Looking across the plateau
above Glen Canyon

(Photograph by U. S. Geological Survey)

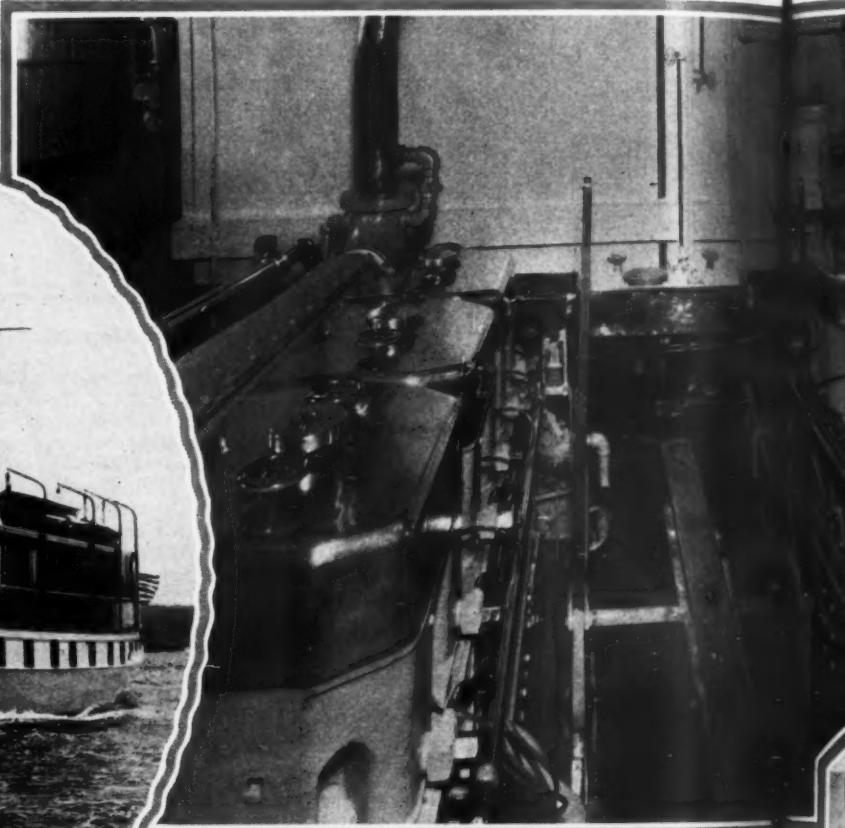


Webb Jay's Ninety-T

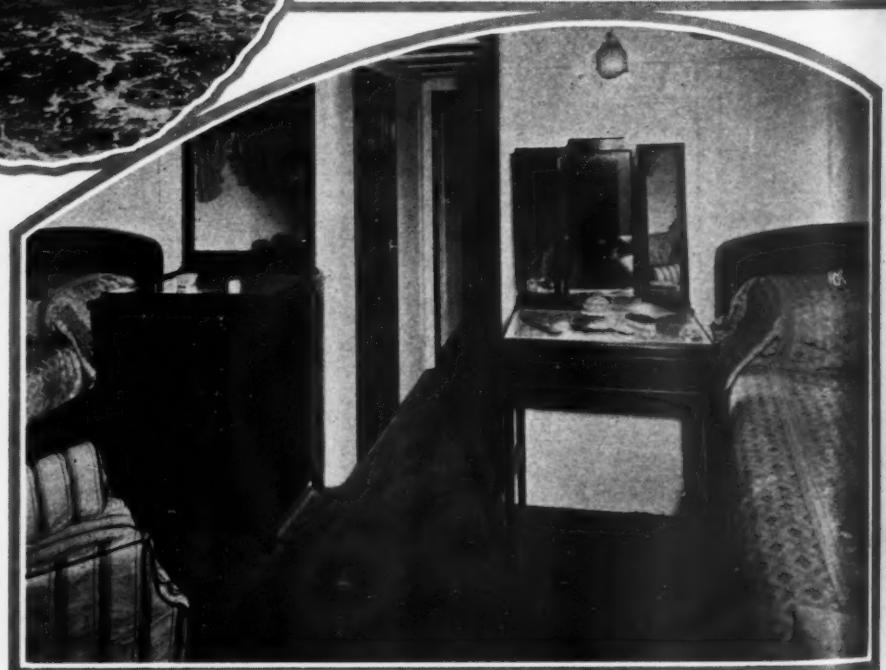
Two six-cylinder Winton gasoline engines give Troubadour a cruising speed of 11 miles an hour



Troubadour is a 92-foot foot motor house yacht designed and built by the Mathias Yacht Building Company



One of the double state rooms aboard Troubadour



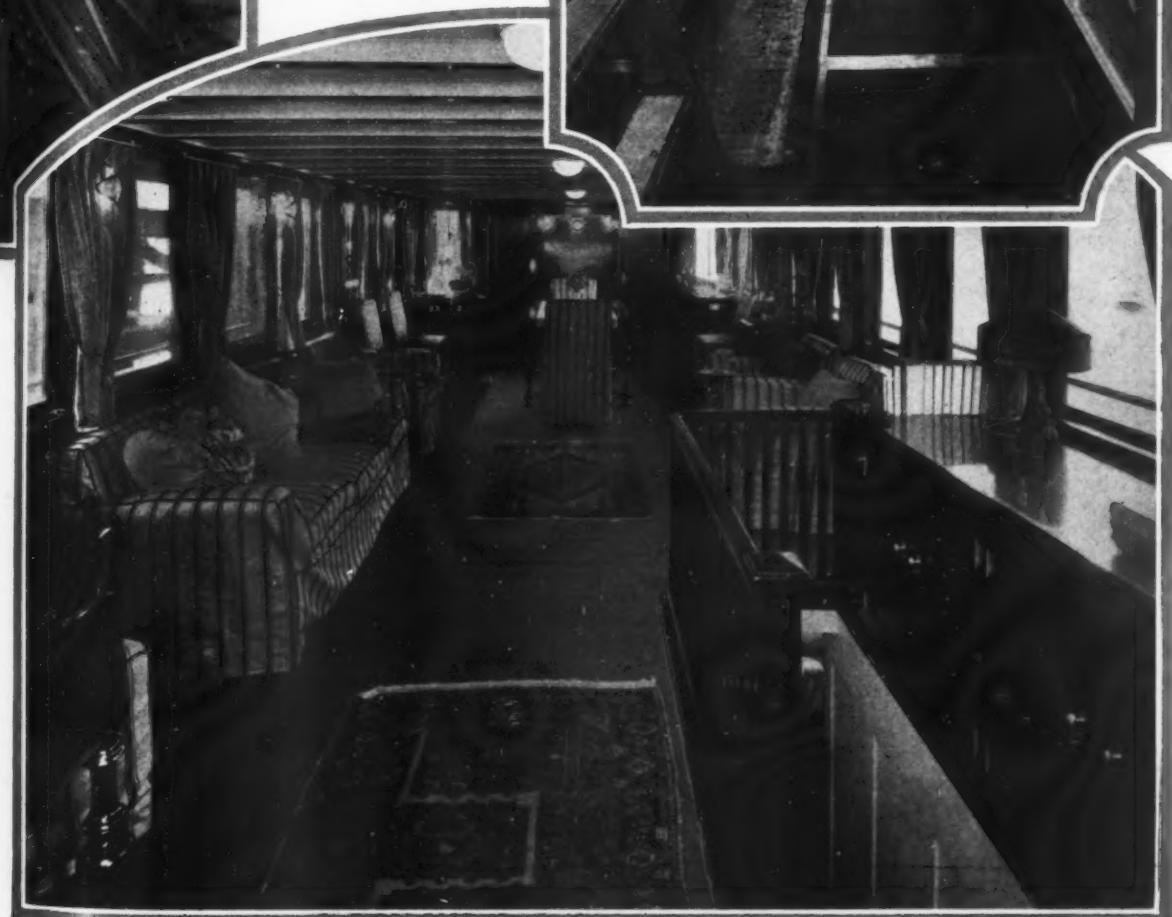
Two Foot Troubadour



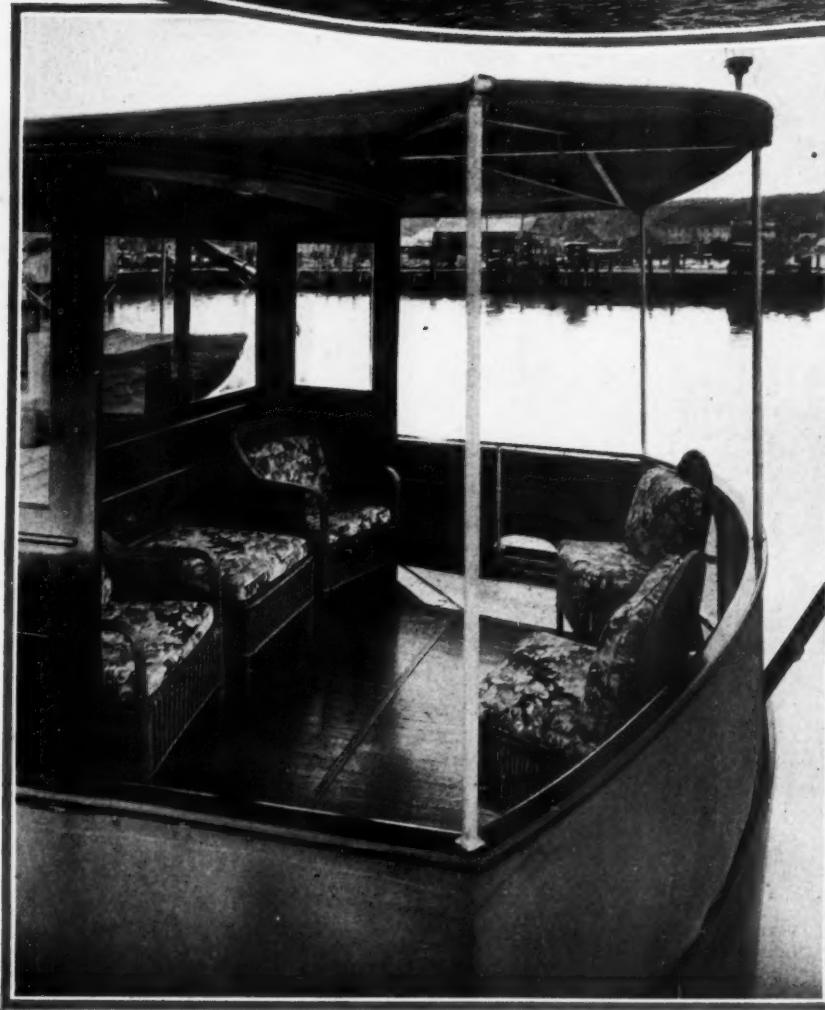
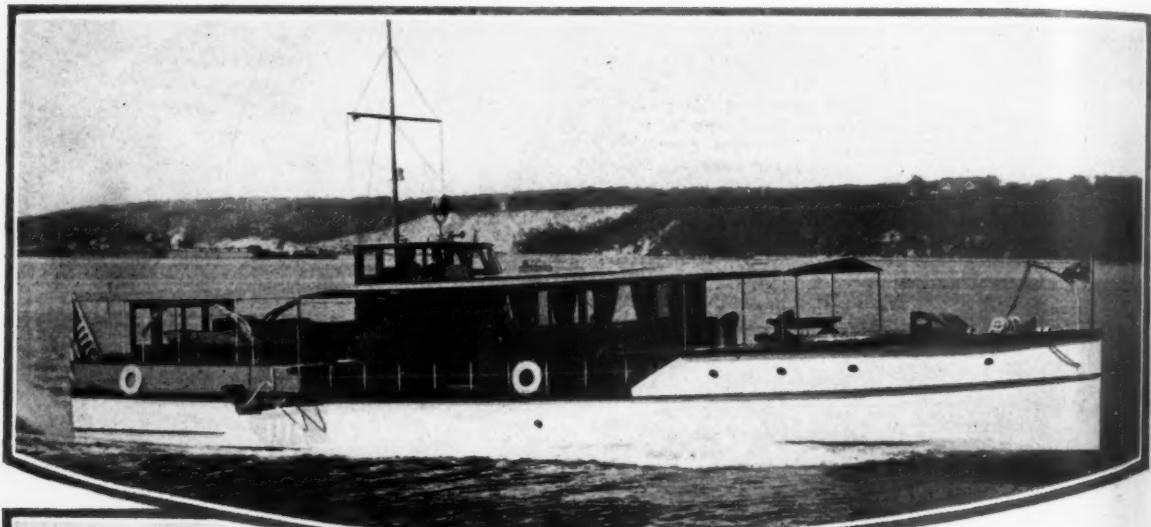
One corner of the gallery on Mr. Jay's new yacht. Propane gas is used for cooking

Troubadour's deck house is as spacious and comfortable as those on the largest yachts

Photographs by M. Rosenfeld



RADIANT A Dual Controlled



Radiant the 74 foot yacht built by the Luders Marine Construction Company

ONE of the fine new cruising yachts of the present season is the 74 foot yacht Radiant, which was designed by John Alden for Clifford R. Hendrix of Larchmont, N. Y. Mr. Hendrix after having secured the design selected the Luders Marine Construction Company of Stamford, Conn. to carry out the construction with the development of all details. In carrying out the construction and the detail of the mechanical installation, the builders encountered a number of very unusual conditions which complicated their work greatly. Much credit is due to the builders for the clever way in which these problems were solved. For instance, one of the requirements of the owner which were embodied in the construction contract provided that the two Sterling Coast Guard engines which drive this boat, were to be so arranged that they could be absolutely operated, controlled, and manipulated from the helmsman's position while he occupied

The enclosed shelter at the after end of the deck, which provides a comfortable place even in bad weather

Graft

Interior of the deck house forward, with the companionway to the dining saloon below



A corner of the completely fitted galley on Radian

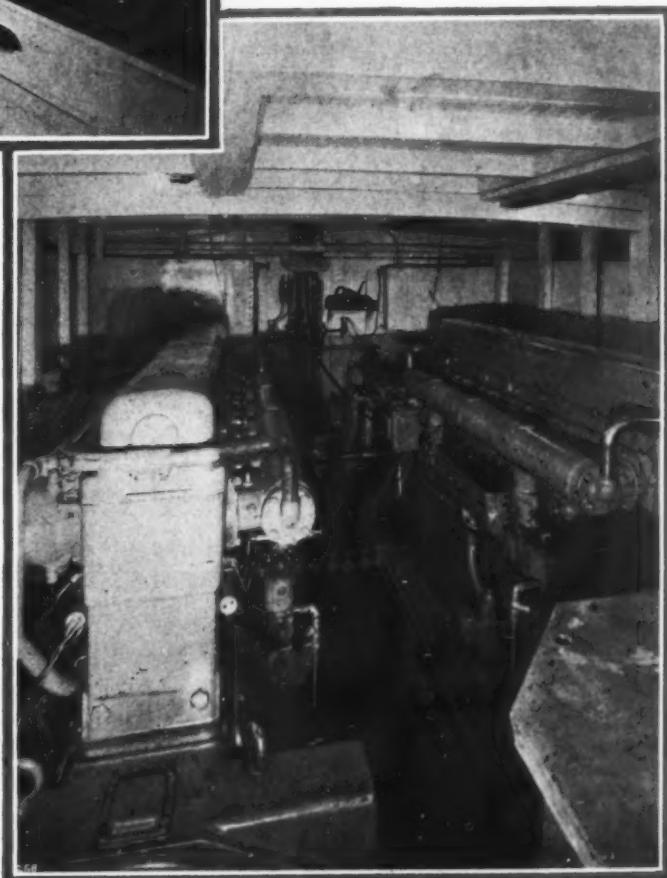
his place in a seated position. This of course meant that the controls had to be extremely free in their action on account of the inability of an operator to apply the necessary effort when seated, to secure the necessary leverage to operate controls which were hard to handle. Naturally a man cannot apply the same efforts as when standing in the usual position. It was also a condition of the contract that the controls would be in duplicate so that the engines could also be controlled independently from the engine room. Needless to say this brought in some very troublesome complications. As the boat stands now, from a position in the conning tower, or in the engine room, it is possible to read the capacity of all the water and gas tanks, to stop, start and control the engines, even to operate the primers from the deckhouse or engine room. Tachometers, gauges, ammeters, etc., are also fitted in duplicate in both places.

One of the difficulties arrived at in working out the owner's requirements was the impossibility of seeing into the bowl of a standard compass

The two Sterling Coast Guard engines, arranged, so that they can be independently controlled from the engine room or from the helmsman's position

from a sitting position. An aeroplane compass was therefore installed. On these compasses the card in a cylindrical form in a glass case can be read either on the periphery or on the top. This was a most satisfactory solution.

The hull proper is a double planked job 74 feet long, 14 feet beam, a little under 4 feet in draft and with a speed of 17 statute miles per hour. The construction is very substantial. The decks and cabin houses are all of teak, the selection of teak for the house being unusually attractive—a rare figured Burma teak being employed. (Continued on page 164)



Where Moto Be An All Year Sp



Above: Clement G. Amory of Cox & Stevens and J. A. MacDonald of Henry J. Gielow, Inc.



Photographs by M. Rosenfeld



J. A. Fisk of Cocoa, Florida who won the Colonel E. H. R. Green Trophy with his boat powered with an 8 h.p. Johnson engine

Owner and mechanician of Miss California, the 151 inch hydroplane which raced at Miami Beach, Richard Loynes and Ralph Snoddy of Long Beach, California

Above: The own and crew of the English Sunbeam rac car who attend the Regatta at Miami Beach. This car recently made 7 miles an hour Florida. There

from left to right: Miss H. O. Lawrence, N. H. Freeman, R. Lee Green, Leo Rossman and F. Nordman



Boating is a Sport

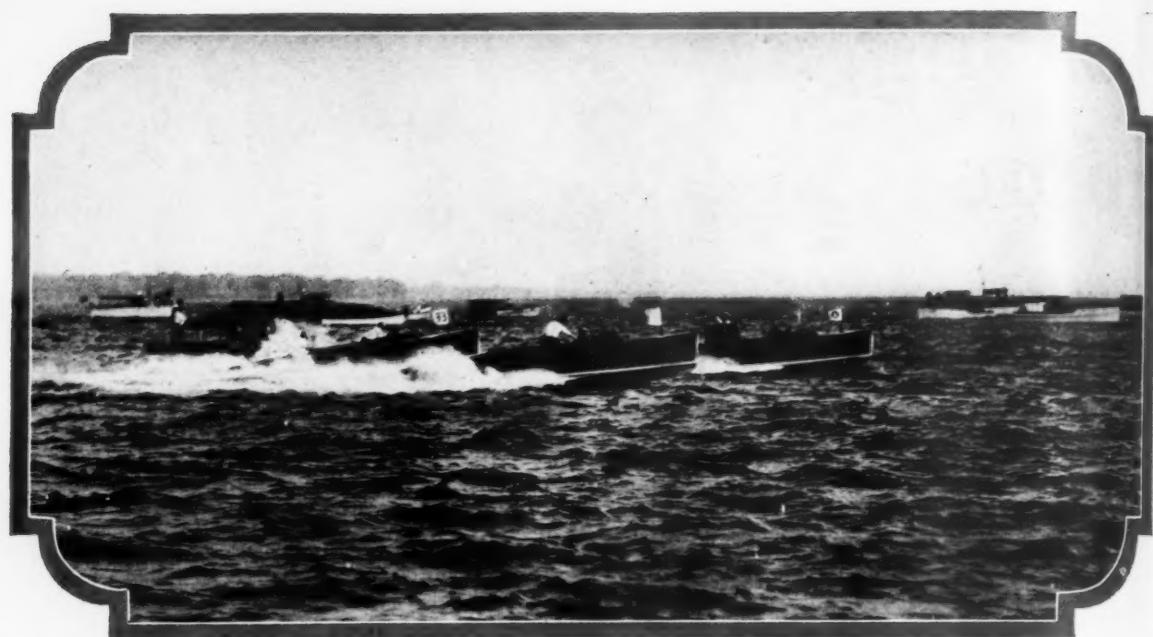
Commodore and Mrs. F. E. Demarest of St. Petersburg, Florida, and Mr. and Mrs. A. R. Knauer of Chicago. Commodore Demarest and Mr. Knauer had charge of the outboard classes in practically all the racing events in Florida this winter



Three of the country's famous racing enthusiasts discussing racing probabilities for the coming summer, Commodore George H. Townsend of Greenwich, Conn., winner of the 1926 Gold Cup Race, Elmer Johnson of Burlington, Vermont, and A. R. Knauer of Chicago



Earl H. Croft of New York City entertains at the Miami Beach Regatta. Left to right: Mr. Croft, John McCune, Jr., Mrs. McCune, Mr. and Mrs. Baunstetter



Three Chris-Crafts making an interesting race in the class for runabouts of over thirty miles an hour speed

HUCK SAYS THE JACKSONVILLE REGATTA *Is Positively My Last Appearance*

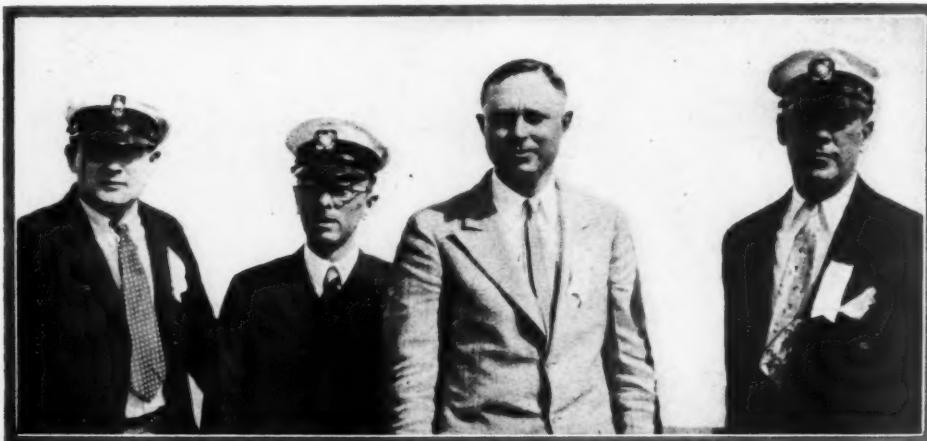
WELL, Chap, the Jacksonville Regatta, it was a swell event. Everything necessary to make a race, it was present—fights, collisions, upsets and Commodore Schantz.

To be sure, they was too much wind, both natural and artificial and most of the cups was awarded to people what was not in the race at all, and none of the classes what we had arranged was satisfactory to nobody, and none of the boats ran on the right course, and none of the thirty mile boats done more than twenty-five which it proves either the course or our watches was wrong, but except for a few little things like that, it was perfect.

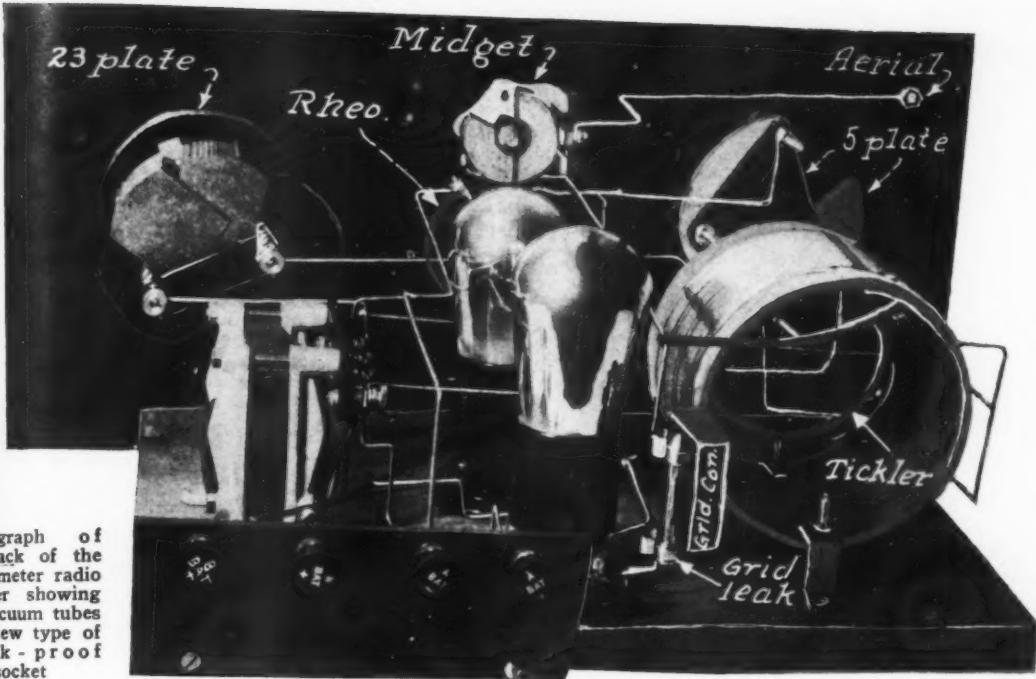
The fact that we had eighty-three entries and that several thousand people filled the stands and lined the shores it is a pretty good measure of the rapidly increasing interest in boating on the St. Johns River. Besides this, there was a large fleet of spectators' boats anchored along the course, running all the way from the small cruiser to the largest Diesel yachts. They was at least twice as many boats and twice as many people present as a year ago, when the Florida Yacht Club holds its first amateur regatta.

The races starts off in the morning with an event for sailboats in which nine of them tore around in a spanking breeze. The

motor boat races, they starts at two o'clock with a Bang and Go Back event for cruisers, and ended up with a ten lap race for the Championship of the St. Johns. The Thirty Mile Class brought out the greatest num-
(Continued on page 84)



A few of the members of the Race Committee in charge of the Jacksonville Regatta. Left to right: John Baker, Jr., Huck Moody, Frank Clarkson and Frank Rogers



Building A Forty Meter Receiver

Little Set Is Simple and Cheap to Make and Is Capable of Picking Up Short Wave Transmitting from Extreme Distances---Will Help Operator to Learn Code

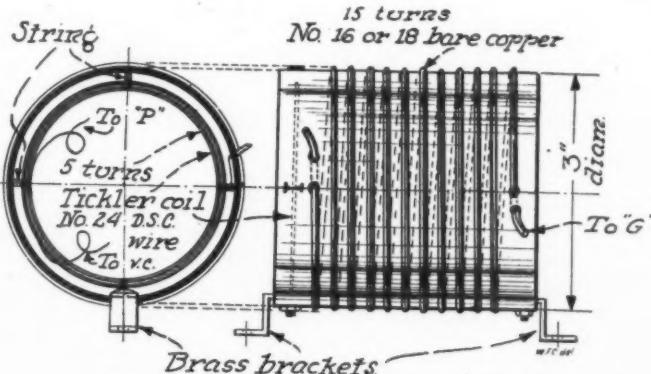
By W. F. Crosby

BEFORE going into the actual transmitting end of short wave work, it is first desirable to make considerable use of the receiver in order that the prospective operator shall become thoroughly familiar with the ins and outs of the game, the abbreviations and the methods of calling and signing off. One must listen in consistently and practice in every spare moment for the only way that the necessary knowledge can be secured is by practical experience.

Short wave receivers are at best tricky things to build, the shorter the waves the trickier they are, for it is a difficult thing to get the detector tube oscillating properly and it is also hard to tune in these stations, for as the wave lengths go down, the frequency increases and hence the tuning becomes much sharper than anything heretofore handled on the broadcast or commer-

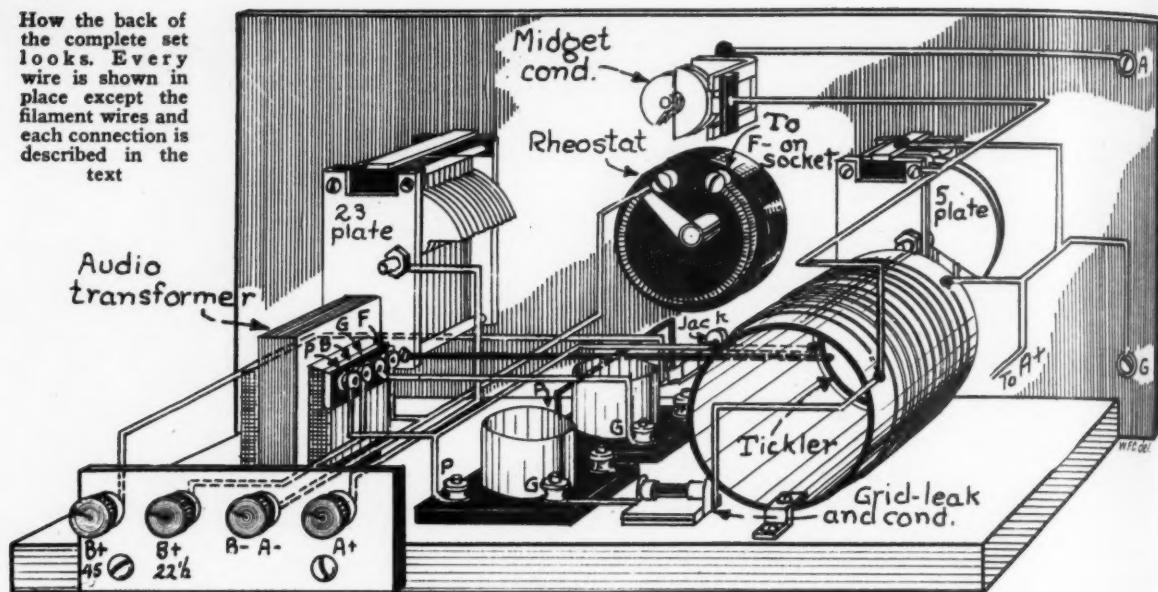
cial wave bands. Furthermore, these extremely high frequencies must be carefully conserved throughout the circuit for it is quite possible for leakage to occur here that would not make the slightest difference on the high wave lengths. Here, on the short waves, is where the low loss radio instruments come into their own and the better the instruments are the better the set will work, particularly on the distant stations. All of those technical terms, stray fields, dielectric losses and many other bugbears of radio must be taken care of or the set will not operate at full efficiency.

On extremely short waves it is even necessary to remove the bases from the vacuum tubes and spread the wires so that there shall be the very lowest possible amount of loss, but for the set about to be described this extreme step is not necessary,



How the coil is made. Note how the wires are spaced from each other. This is done by winding on heavy fishing cord as the wire is put in place

How the back of the complete set looks. Every wire is shown in place except the filament wires and each connection is described in the text



although care should be exercised in choosing the parts and in placing them so that wires are direct and as short as possible.

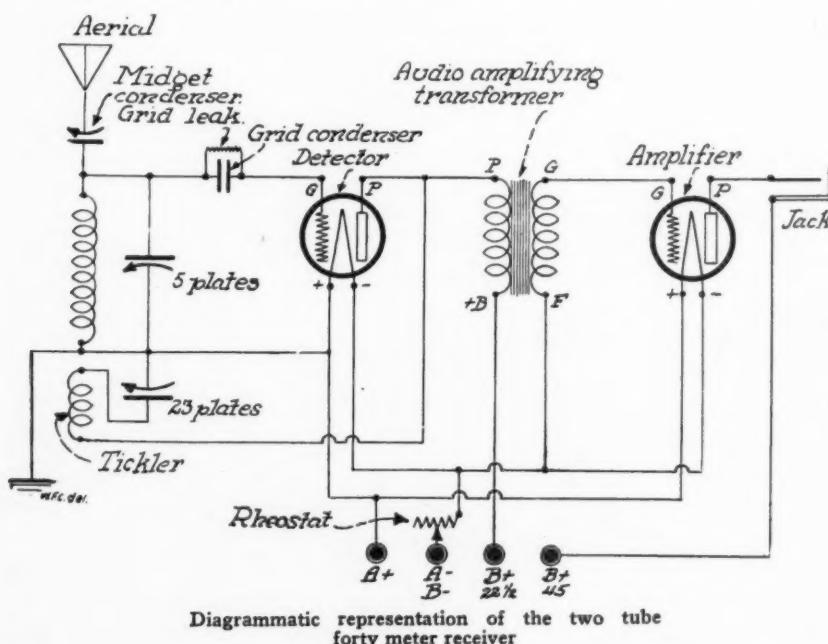
The audio end of the set does not have to receive the stage of audio amplification suitable for reception with the head receivers. A loud speaker is not recommended for it is sometimes extremely hard to read the code due to external sounds and the fact that the operator's attention is not entirely on the dots and dashes coming in. The audio end of the set does not have to receive the care that the rest of the set does and since we are not receiving music and speech it is not necessary to invest in an expensive transformer which will give even amplification. In fact some of the cheaper instruments will actually do the work better for they will amplify high notes better than low ones and most of the receiving will be done on the upper end of the audible scale. In other words, the dots and dashes will be for the most part shrill little whistles, exactly the right kind of a note for some of the cheaper or older transformers. You will

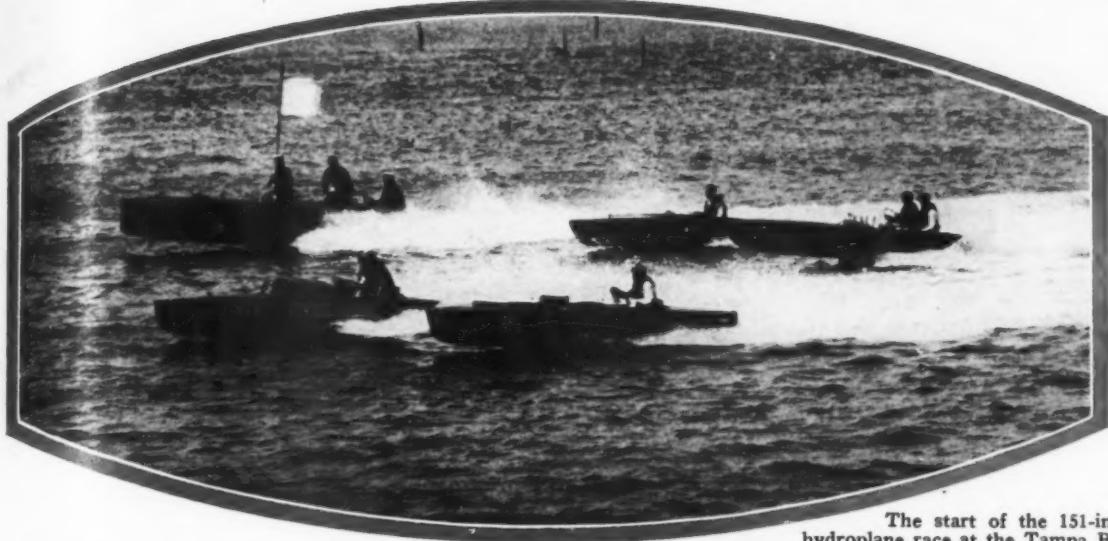
actually get more amplification by such means than with the finest kind of transformer used for broadcasting work!

In the detector circuit itself we have two variable condensers and a coil which may be wound by hand in a very short time. The main tuning condenser has only five plates, three stationary and two rotor, and while it is possible to buy these instruments at a few radio stores, they are relatively rare and you will probably have to make it from a discarded condenser of larger capacity. This may be done in two ways, either by cutting the excess plates off with a pair of tin shears or, better yet, by removing the end plates and then taking off the unwanted metal, afterward putting the end plate back into place and tightening up the nuts again. Usually the shaft will have some kind of a nut on it which may be removed also and the extra plates removed from this member. Of course there are many different methods of constructing these condensers but either one of these methods will do the trick usually.

The other variable condenser tunes only the regenerative part of the circuit, that is, it controls regeneration completely and with a fine graduation which is almost totally unknown in the usual variable tickler regenerative circuit. This condenser had best be of the 23 plate variety usually credited with a rating of .0005 microfarads.

The coil itself is quite simple. There are many ways in which it may be wound but in any event it should be so designed that the losses are kept as low as possible. Spider-web and other trick forms of winding seem to have met with disfavor in the short wave work and we have returned to the original form of cylindrical coil. The most effective coil is generally considered to be the one which has no supporting surface at all and each wire is spaced at a slight distance from the next turn, the space usually being about equal to the diameter of the wire. However, these self-
(Continued on page 80)





The start of the 151-inch hydroplane race at the Tampa Bay Regatta on the Davis Island Marine Speedway. Miss California is seen leading Miss Spitfire V from which the Pacific Coast entry took the record

Tampa TIMES ARE FAST

Third Annual Regatta Held on Davis Island Marine Speedway Is Great Success

By Truman Green

THE third annual Tampa Bay Regatta, held over the two and one-half mile course of the Davis Islands marine speedway at Tampa, Florida, March 3, 4, and 5, furnished two new world's records and thrills a plenty for the greatest crowd ever assembled for a Florida water meet. Approximately 25,000 persons witnessed the 105 entries compete for a score of silver trophies and cash prizes.

In winning the first heat for 151 class hydroplanes, Miss California—Dick Loynes' trim little speedster from Long Beach, California—established a world's record when the two laps of the two-and-one-half mile course was covered in 5 minutes, 53 and two-fifths seconds. Miss California averaged 50 and nine-tenths miles an hour. The former record, held by Miss Spitfire V, owned by James H. Rand, Jr., of Buffalo, N. Y., was made at San Diego, California, last December.

Sister Tampa, driven by E. J. Grady, of Tampa, won the free-for-all outboard motor race in 11 minutes and 35 seconds. Her speed of 25.89 miles an hour was over one mile faster than the former record of 24.78 made here last year by the same boat. Sister Tampa was an entry of the Johnson Outboard Motor Company.

Miss California had previously failed in her quest for a world's record at both Palm Beach and Mt. Dora, by mishaps. Her greatest misfortune here, however, was to run out of gasoline while showing a clean pair of heels to the field in the 510 class hydroplane event. Well out in front, with victory apparently won, Loynes' entry began to cough and sputter, suddenly stopped churning altogether and glided to a standstill. When the mishap occurred, Miss California was attempting to lower the record for this higher class event.

The feature event from the spectators' point of view

was the run-off of the triple tie in the special gold cup race for the Inter-state trophy, of the American Power Boat Association, which Miss Sara-De-Sota won in the final heat on the last day of the meet. Palm Beach Days, 1926 trophy winner, owned and driven by William Mc P. Bigelow of Palm Beach, developed motor trouble when leading in the final heat and dropped to third place. Miss Tampa, gold cup entry of the Davis Islands yacht club, finished second.

At the Palm Beach regatta each of the boats on respective days won a first, second and third place, finishing in a perfect tie. In the first heat for this class here Palm Beach Days was disqualified for failure to finish, leaving the race to the other two speedsters.

Bill Bigelow had Palm Beach Days in the final heat merely to make matters more interesting. His trim craft was out in front after five miles of the 25-mile grind, but developed rudder trouble and was forced to stop for repairs. When Bigelow got her back in the race, Sara-De-Sota and Miss Tampa had swept by. They finished in this order, Palm Beach Days never being able to regain the lost ground.

For the three heats, Sara-de-Sota had two firsts and one third, Miss Tampa three second places and Palm Beach Days a first and third. The time for the final heat was 32 minutes, 19 4-5 seconds, for the 25 mile race. Commodore Bill Bigelow drove Palm Beach Days; Fred Blossom was at the wheel of Sara-de-Sota and Otis Beard piloted Miss Tampa.

Two drivers were thrown overboard and a third received a ducking in the final day's program.

Just as the third race was starting, Murok, 725 class runabout, owned by Cliff Burdick of St. Petersburg, collided with Baby Sunshine (Continued on page 102)



The 22-foot Chris-Craft Cadet runabout which will be driven by the new 100 h.p. Chrysler marine engine

NEW ENGINE to be USED in RUNABOUTS

*The Chrysler Imperial Marine Engine, a Brand New
100 H.P. Machine Will Be Used in the Chris-Craft Cadet*

A NEWCOMER in the field of runabouts, a speedy 22-footer of 8-passenger capacity that offers new qualities in performance and smoothness, is the product of the combined genius of Walter P. Chrysler and the Chris. Smith and Sons Boat Company.

Mr. Chrysler, himself an enthusiastic devotee of motor boating as well as builder of the four famous cars which bear his name, has long recognized the need of a high powered, smooth running, dependable marine engine with the trouble-free qualities which characterize the motors of modern fine cars.

Working with the great resources of engineering organization and manufacturing skill in his vast plants, he set himself the task of creating such a marine engine. Only when Chrysler engineers had designed an engine which satisfied the ideals of Mr. Chrysler himself, was a program of production undertaken.

With characteristic pride in the new creation, Mr. Chrysler has named it the Chrysler Imperial Marine Engine.

Exhaustive tests by builders and designers have won the new Chrysler engine only the highest praise. And significantly, its first adoption as standard equipment is in the new Chris-Craft Cadet, the latest runabout design of Chris Smith and Sons Boat Company, of Algonac, Mich.

The famous Algonac builders of racing boats and runabouts experimentally powered this new Cadet with all of the suitable engines before deciding on the new Chrysler Imperial.

In the new Chrysler engine they found the speed

ability, combined with smooth running and absolute dependability so essential to a boat of the Cadet type. The Chrysler Imperial engine offers a number of engineering innovations in the marine field. It is the L-head six-cylinder type with block cast integral with a specially webbed crankcase. With a weight of only 835 pounds, it develops well over 100 horsepower and attains, in the Chris-Craft Cadet hull, a speed of 32 to 35 m.p.h.

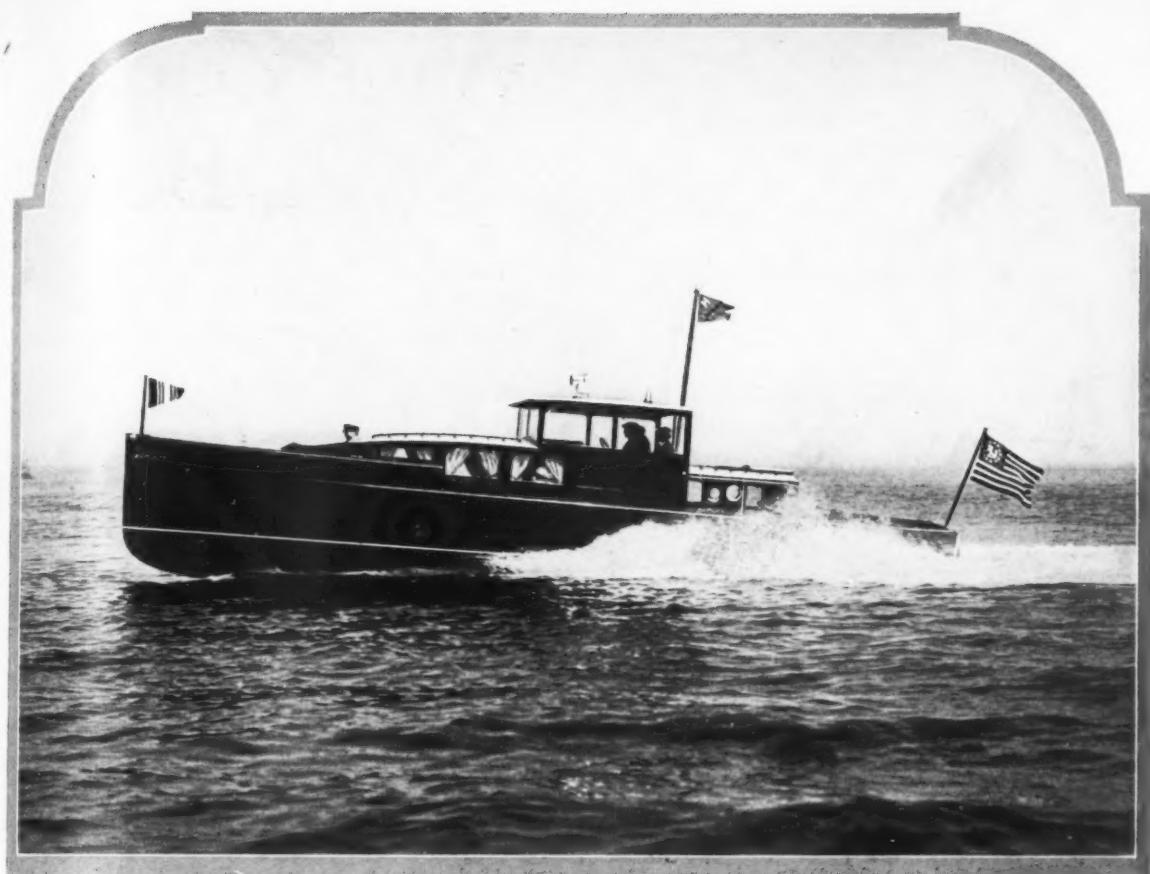
Outstanding features of design are the statically and dynamically balanced crankshaft of unusual size— $2\frac{1}{2}$ inches diameter—and equipped with seven large bearings. Out of his personal experience with marine engine operation, Chrysler has provided shimless bronze-backed, babbitt-lined bearings which are interchangeable.

The crankcase and shaft design are productive of exceptional smoothness, even at speeds well over 2500 r.p.m., while the 7-bearing feature insures an extraordinary degree of long life and freedom from trouble.

The forward end of the crankshaft has an integral flange, to which is attached a statically and dynamically balanced flywheel of sufficient weight to insure smooth running.

The vim and performance dash which are typical of Chrysler products were among Mr. Chrysler's personal demands. As a result, particularly high quality has been built into the pistons and other moving parts. All reciprocating parts are balanced to the last degree, and extraordinary strength in combination with light weight is a feature.

Pistons, for example, are of an (Continued on page 206)



The Sterling Dolphin powered 42-foot standardized Luders cabin runabout at full speed

A Thirty Mile Standardized CABIN RUNABOUT

The New Luders Standardized Forty-Two-Foot High Speed Runabout Built for the Man Who Wants Something Better Than the Usual, and Prefers a Boat Built on Custom Lines

MANY boat owners seek a fast boat of the standardized type, but at the same time prefer a better and more elegant craft than many of the usual range of standardized boats on the markets today. For these, the Luders Company at Stamford, Conn., have produced a new standardized 42 foot cabin runabout. This has been arranged with a smoothness of stream line, in the house and trunk, which is perfectly balanced on a beautiful mahogany hull, which immediately gives an impression of speed and gracefulness, which cannot be obtained in any other way. The demand for a boat of this nature has been sufficiently persistent to warrant the builders in undertaking the construction of several of them, and since the lines and appearance of this boat are more nearly like the fine built to order jobs, many people who are in a position to do so prefer these to other boats.

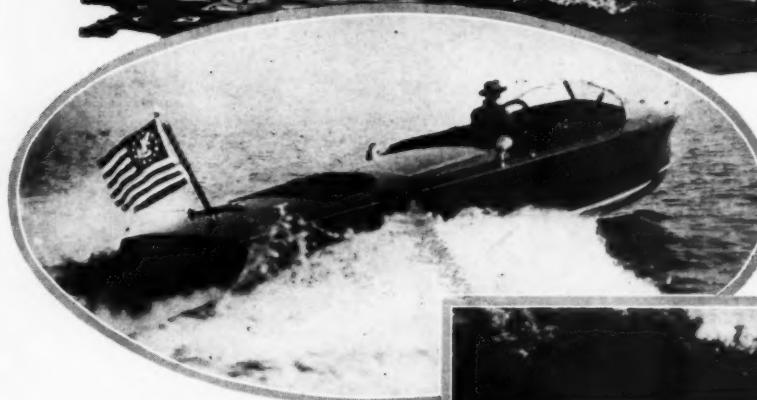
The construction of the boat is of the Vee bottom type in the after portion, and this merges into a round bottom type in the forward portion nearer the bow. The planking throughout is double, and of mahogany. In order to reduce all possibility of vibration, particular care has been paid to the construction of the engine foundations, so that this feature will be reduced to a minimum.

A forward cockpit has been arranged in the boat, which is entered through the cabin. The interior appointments of the cabin space have been made in highly figured mahogany, which produces a most attractive finish. In the forward portion of the cabin, a little galleyette has been provided, in which will be found an ice box, a sink, a stove, and some cupboard space. At the after end of the cabin is a large hanging locker, and a toilet room, while in the cabin itself are (Continued on page 182)

WIDE CHOICE in STOCK BOATS

From Small 151-Inch Hydroplanes, the Production of the Hacker & Fermann Co. Extends Upward to 55-Ft. Cruisers

There are two Hacker cruisers, the smaller 35-foot Sea Bird, and the H & F 55-foot cruiser. A G-6 Scripps is used in Sea Bird, while the larger boat uses two engines of 100 h.p. each, with a reduction gear. There is a large deck house, two double staterooms, a large galley and ample crews quarters forward

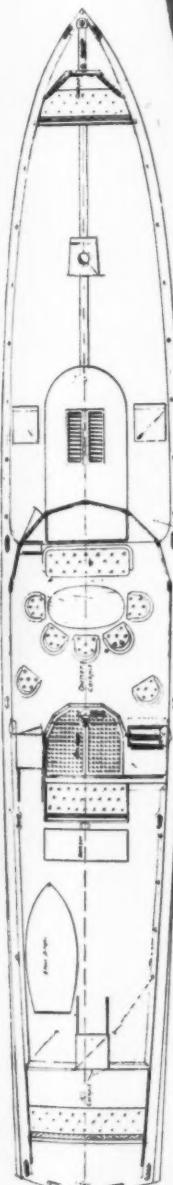
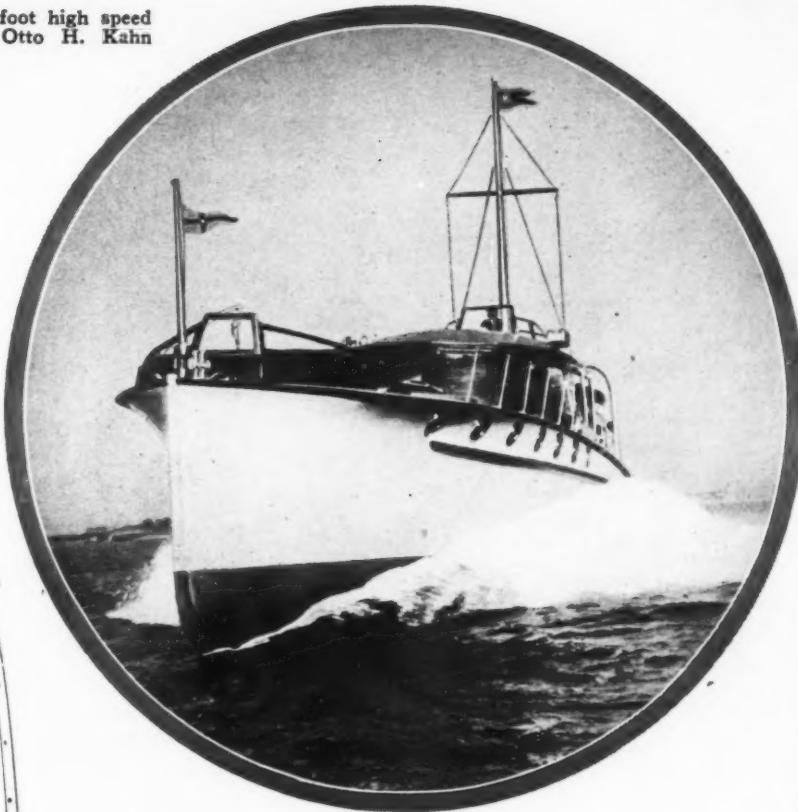


Pelican, the smallest of the lot is a 16-foot 151 inch hydroplane which has been creating successive new records at each race meet. The boat is available either complete or knock down and can be fitted with any suitable engine in its class

The Hacker Dolphin runabout series is in two sizes. The 24-foot Dolphin with a special F-6 Scripps, and the Dolphin De Luxe 28-feet long and powered with a G-6 Scripps. Both boats are very fast and easy to handle. They are supplied with much interesting equipment such as Elgin instrument panels, Goodrich cutless rubber bearings, and Indestructo glass windshield, and white metal hardware



Oheka II, the 73 foot high speed cruiser built for Otto H. Kahn



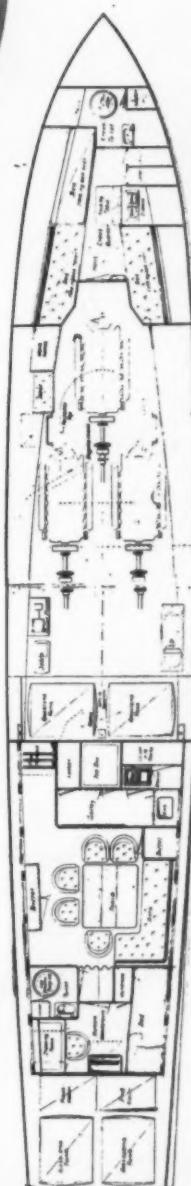
Plan showing the deck arrangement of the boat

OHEKA II *A New Speed Queen*

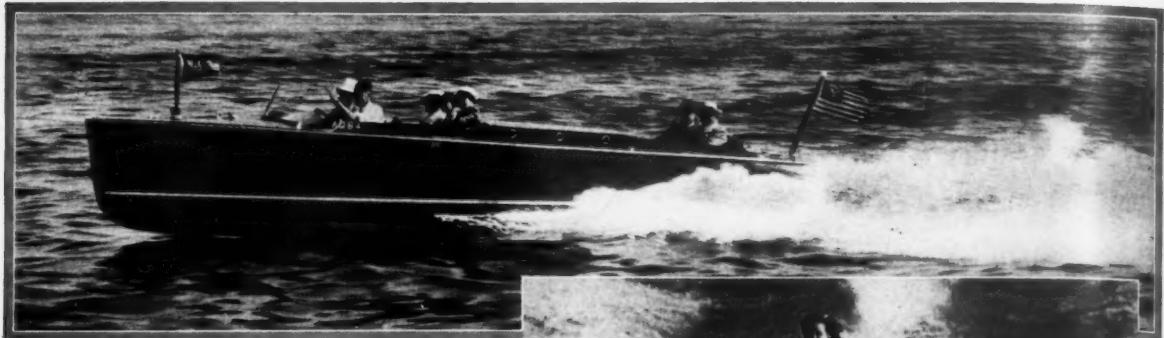
High Powered Yacht Capable of 35 Miles Speed Driven by Three Maybach Engines Totaling 1,450 H.P.

YEAR ago one of the outstanding fast boats was Charming Polly constructed for Colonel H. H. Rogers in Europe. Another vessel has been completed by the same builders, working in cooperation with the Maybach Motor Company, and the builders have gone a step further in the development of this type of yacht. Oheka II, built for Otto H. Kahn, is similar to Charming Polly, and made her first test runs recently. The construction of this boat is radically different from any similar boat afloat. To obtain maximum strength with minimum weight, the builders have used Duralumin very freely in its construction. The double skin of the hull is planked first with white cedar, and then with red cedar, which is secured to white oak frames, placed at an angle of about 60 degrees to the keel. A Duralumin girder construction similar to the frame work of a fish was then placed in the hull to supply reinforcement. The engines and shaft bearings were bolted securely to the Duralumin frame through the wooden hull. Thus, the entire propelling plant is on a one-piece foundation, eliminating any possibility of misalignment of engines and shafts. Bulkheads dividing the boat into four watertight compartments are also constructed of Duralumin which provides safety and keeps all engine noise in the engine room.

Quarters for a crew of five have been provided in the forward portion of the boat. The engine room contains the three Maybach Zeppelin, 480 h.p. directly reversible gasoline marine engines of the VL-2 type together with the necessary auxiliaries. A 1½ k.w. Universal electric gasoline plant provides the necessary electric current for the lights. The vibrationless operation of these Maybach engines has astounded everyone who has been aboard Charming Polly and it is safe to say that if possible, Oheka II (Continued on page 194)



This plan shows the interior arrangement and engine space



Baby Gar Jr., a development of the famous Baby Gar racer, with which Gar Wood won many spirited contests

Carrying eight or nine persons at full speed is no problem at all for a Baby Gar Jr. runabout



The Newest BABY GAR JUNIOR

Production Program Produces a Fine Twenty-six Foot Runabout with Speeds Up to Forty Miles, and Capable of Carrying Nine Persons

The G-6, 150 h.p. Scripps drives Baby Gar Jr., so that the wake is clean

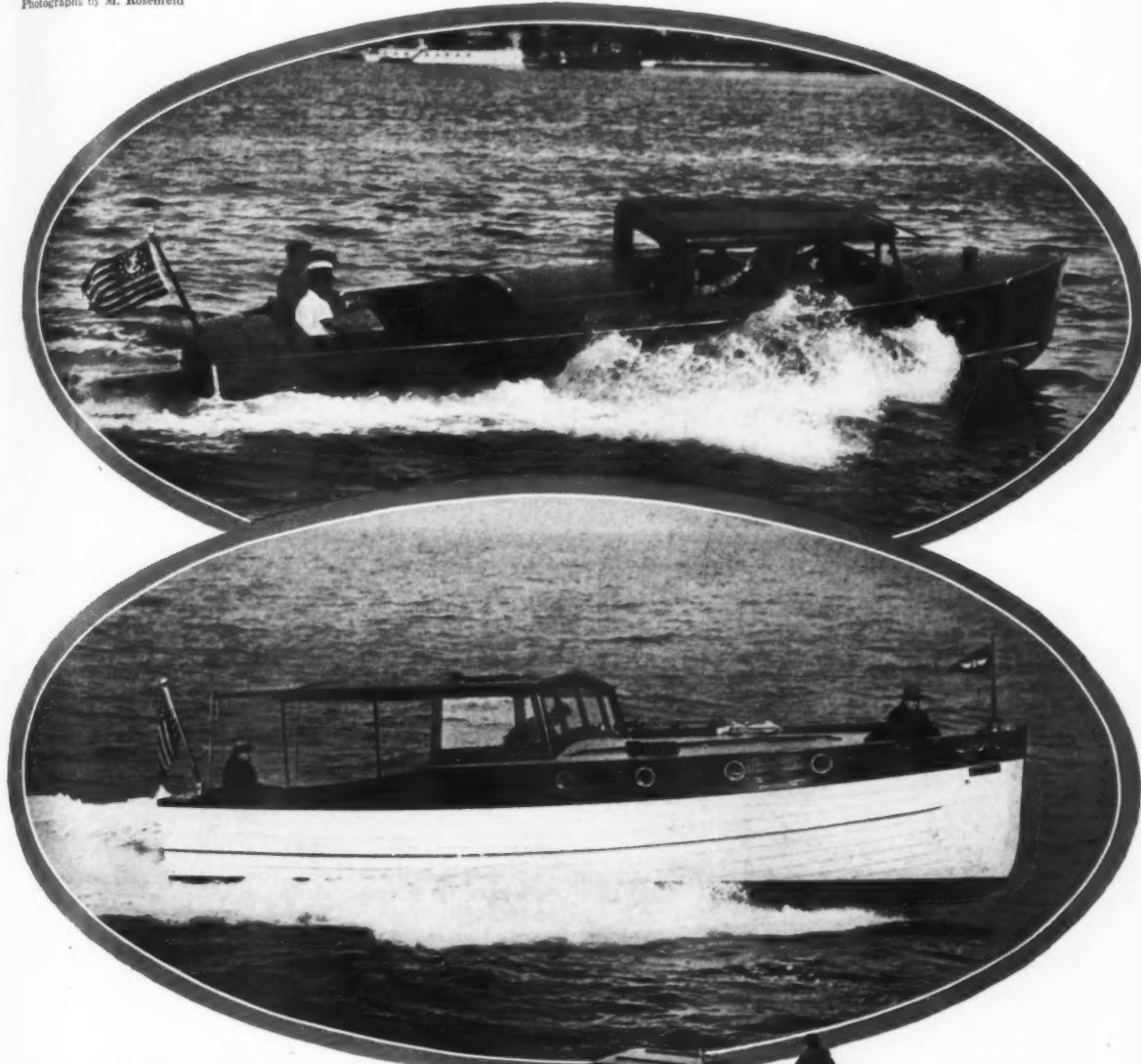


THE announcement recently that Gar Wood, famous motor boat racer and speed boat builder, was planning to undertake a program of quantity production on fast runabouts of popular price and size, started much gossip in the motor boat world. The first of the boats to be completed under this program were promptly dispatched to Florida, where they received an enthusiastic reception, and fully met all the promises that had been made for them. We all know that Gar Wood in turning out a fast boat would make a good job of it, and in constructing these boats in quantities on a production basis, the quality of the craft has been improved, if such a thing is possible. Previously, his standard runabout model has been the 33 foot Baby Gar, powered with a big engine, and capable of speeds up to pretty near a mile a minute. Many of Gar Woods intimate friends desired him to build for them an equally handsome boat, but with not quite so much speed. Accordingly, in considering the standardized production, a 26 foot runabout was chosen, and Baby Gar, Jr., is the result.

This boat is a 26 footer, and can be powered with either the F-6 or the G-6 Scripps engines, which are the 100 and 150 h.p. sizes. With the smaller engine, this boat will have a speed of better than 30 m.p.h., and the larger engine will be able to step this up to almost 40 m.p.h. While the speeds of these boats is high when compared to others, this quality was not the supreme consideration in their design. Other qualities are of equal importance, and perhaps the most essential of these is safety. Since these boats in being sent out into the world are likely to come into the hands of inexperienced operators, it is essential that their design be such as to make them safe under all conditions of operation and handling. Seaworthiness is another factor which is essential in all designed boat, as the ability to navigate in all weathers, rough or smooth, will permit the owner (Continued on page 194)

BOATS for FAST SERVICE

Photographs by M. Rosenfeld



A Sedan top model Dart runabout powered with a G-6, 150 h.p. Scripps engine, owned by R. H. Ward of Miami, and built by the Indian Lake Boat Company. This type proved mighty popular during the regattas in Florida

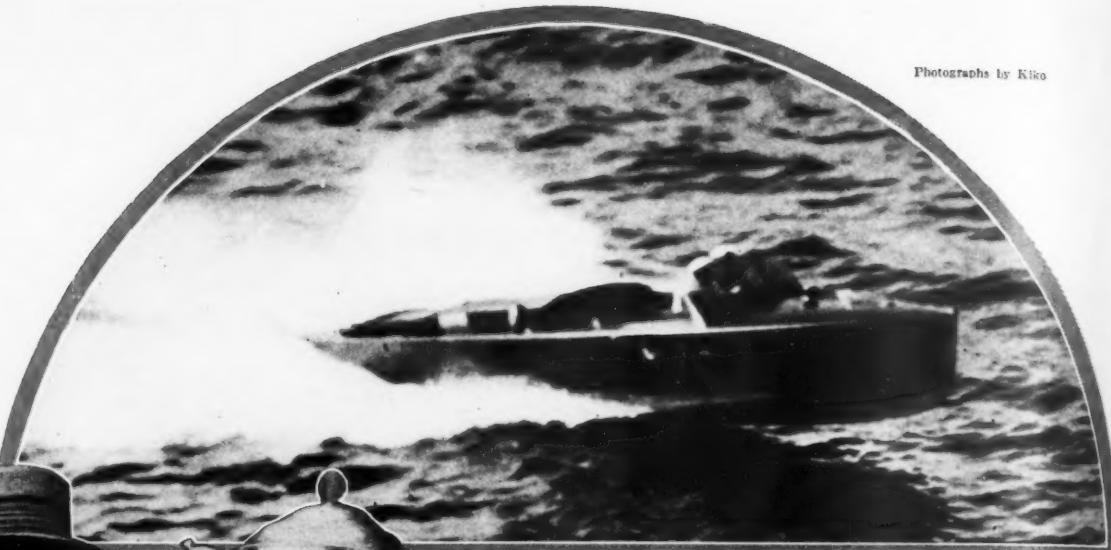
The standardized 36 foot Russell Gray cruiser, which is supplied with either the E-6 or G-6 Scripps engines. These boats are large and able with these power plants



One of the new 34 foot Banfield sea skiffs built for Robert Ringling, and powered with a pair of Scripps G-6 engines. This boat was used in Florida, and was among the fastest of its class

A smaller sea skiff built by the Wheeler Ship Yards for E. A. London, and also powered with a G-6 Scripps engine. It is able to do 28 m.p.h., and will be used for commuting

Photographs by Kiko



H. Paul Prigg of Miami with the Bacardi Cup which he won in recent races at Havana

Criolla owned by Dr. Gustavo Bustamante, winner of third place in the event for stock runabouts and first place in the Cuban Handicap event

INTERNATIONAL

By
William McP. Bigelow
at
*American Boats Win and
America Delightfully Entertains*

To those, who heretofore have enjoyed the hospitalities extended by the residents of the Isle of Cuba and who have enjoyed thereon the beauties afforded by the tropical climate, and the sights and customs of our closest foreign city, Havana, this brief account of the recent regatta held there will perhaps bring again to you the many pleasant hours spent in that land of señoritas and sunshine.

Under the auspices of the Cuban National Tourist Commission and through the personal and untiring efforts of that prince of hosts, Senor Rafael Posso, eleven American-owned race boats were invited to help make the annual regatta at Havana the success it proved to be. Immediately following the Miami races the boats were loaded on the Cuban gunboat Cuba, which had been sent by the Cuban government for that purpose. While some of the crews chose the trip aboard the gunboat, most of the American party journey the round trip aboard the steamer Seneca.

The few days afforded between the times of arrival in Havana and the races, and likewise for a couple of days following the races, were well used in sight-seeing and other forms of enjoying life not so easily accomplished in the States. When all was over several referred to the trip as the Battle of Havana, but to most of us it will remain among the best of all boat racing trips.

To attempt to crowd ten days and nights of hilarity, enthusiasm, and hundreds of delightful mental pictures into a couple of pages is next to impossible and since the story of the races must be told first, the reader will have to imagine much and read between the lines where possible. If you have ever been there this task will be easy—if not, your next prescription should read as follows: Take trip to Havana—digest privilege with caution.

As the weather is a great factor in the running of boat races at Havana this was watched with great interest preceding Saturday, March the twenty-sixth. The unfortunate loss of a boat last year, in water too deep to recover had a lasting impression on those who were not going to Cuba for the first



Start of the race for the Biscayne Babies

Mrs. W. J. Conners of Palm Beach and Buffalo at the wheel of her racing boat, Miss Okeechobee, which won the Free-for-All race at the Havana Regatta

AL RACES HAVANA

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time. As the ocean had been kicking up too much for small boats, the first day's races were run within the wonderful harbor of Havana. Nothing was left undone to make the day a success for the contestants—even to the suspension of absolutely all harbor traffic including ocean going liners. Although thousands upon thousands jammed the water front and took advantage of every available spot, both ashore and afloat, it was not the natural setting afforded those who attended the following day of racing, watching from the famous Malecon.

Most of the natives are of an excitable nature and when just before the first race was to start, one of the Biscayne Baybies sheered and crashed into a Chris-Craft, one could



Habana owned by Ramon Suero, won second place in the Cuban Handicap event

imagine an American baseball park during a world's series with the score tie and Babe Ruth at bat. The smaller boat went down, and of course was out of the regatta, although it was recovered later during the night. The Chris-Craft was temporarily repaired and entered all events. The first event was for the Baybies and as in so many former races Paul Prigg's boat crossed the line winner over Charley Pease, with Gibson Bradfield's entry third. The time was 18:53.

The next event to be run over the two-mile-to-the-lap course was for stock runabouts. Habana, owned by Señor Ramon Suero of Havana, while not a stock boat was allowed to run in this event as being powered with a Fiat motor found itself without a class. This boat naturally won and took a cup for the first Cuban-owned boat to finish, but the real first prize was awarded Charles Pease's Baby Gar, Jr., which completed the course in 22:13. Criolla then followed in 24:05 and the two Chris-Crafts of Prigg and de Brauere followed.

The Gold Cup boats staged what was perhaps the most exciting race of the day. Those who had followed Miss Tampa and Palm Beach Days during their scrapes of last season and especially this, were not surprised to see a drawn battle after ten miles. The writer having nursed Palm Beach Days for the past two years cannot comment at length on this boat or, in this particular case, upon this race. The timers gave but a one second victory to

this old timer. You might imagine the noise and comments made by those thousands present when the crew of the victor, just previous to the starting gun, donned scarlet berets. Even Otis Beard, who has driven Miss Tampa so earnestly this winter, knew not just what he was racing. Because Mrs. Conners always wears one of black, and the Cubans are now well acquainted with her presence, they naturally mistook us for two girls (poor eyesight the only cause) and cheered lustily.

In the Baby Gar event Miss Palm Beach had little trouble in keeping ahead of Cuba. The former is the well known boat of W. J. Conners and the latter is owned locally by Gral. Gerardo Machado, President of Cuba and Carlos Miguel de Céspedes.

The free for all class, the last race of the day, was quite spectacular. Several boats got away to a late start and as their speeds were all fairly close, several laps were finished before the entrants drew out into their final positions. Mrs. Conners piloted Miss Okeechobee to a win in 15:41, followed by Miss Palm Beach in 16:03. After these came Miss Tampa, Cuba, and Palm Beach Days.

Each year in Havana for about six weeks a carnival is held each Sunday afternoon along the Malecon, and as the 27th was the last of these, the races for that day were scheduled to begin at 9 A. M. on the ocean course.

For an American in Havana to arise in time to race a



Returning to Miami from Havana on board the S. S. Seneca.
Left to right: Al Thompson, Rafael Posso, and William
McP. Bigelow

boat at 9 A. M. was heretofore considered only a funny story, but facts are history and at about that time the Baybies started the day's racing. The roar of their motors soon brought out the usually large crowds and the Malecon was a sight not to be surpassed by any race course. A huge ground swell was running and made speed boating very tricky. Paul Prigg again romped home a winner with the same contestants in the same positions as the day previous.

The Gold Cup boats were handicapped by the water conditions and so could not make good time. Miss Tampa obtained a good lead after the second buoy had been passed and increased this during the rest of the 10 mile event. Palm Beach Days had no trouble but ran a slower race.

In the handicap event for Cuban owned boats the Criollo, owned by Señor Bustamante, was able to maintain its lead over Havana and won a beautiful trophy for its effort. This race followed the second heat of the Baby Gars, in which the Cuba had the misfortune to overturn by the south buoy due to the condition of the sea at this point. The boat did not sink and was later turned over, pumped out and towed home. Miss Palm Beach, its only competitor, was flagged off the course and declared the winner.

The free for all event of

(Continued on page 186)

LUBRICATION and What It Means To Your Engine

No Matter What the Make of Your Engine, New or Old, Costly or Inexpensive, It Is Helpless Save for the Care You Give It. Its Most Vital Need Is for Proper Lubrication. That Includes the Use of Good Oil, Changing the Oil at the Proper Intervals and Keeping the Oil Strainers Clean. And Always Remember—Your Engine Depends Upon You, the Owner

By Henry H. Hower

President Duplex Marine Engine Oil, Member American Society of Naval Engineers, Member United States Naval Institute, Lieutenant Commander U. S. N. R.

EST my readers fear I exaggerate when I preach the gospel of good lubrication, permit me to quote from a recent statement from the Bench by the Honorable George W. Simpson, Presiding Justice, Commercial Frauds Court of New York City:

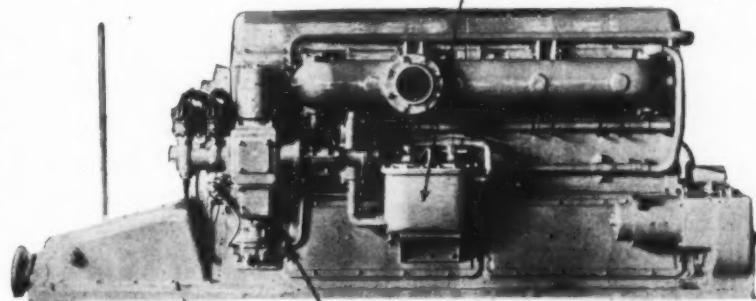
"It is estimated that 20,000,000 motor vehicles are operated in the United States at an operating cost of \$10,000,000,000 a year. The great army of automotive manufacturers, dealers and owners is in need of protection against the losses resulting from undue wear and tear due to substitution of inferior grades of lubricating oils. It is the duty of those who are directly interested in guarding the nation's enormous investment in motor cars against undue depreciation and loss to detect these fraudulent practices and bring the offenders before the bar of justice."

Motor boats in this connection are, of course, considered as automotive equipment, as the present day internal combustion engine, either applied to automobiles or boats is known as an automotive power plant.

So much for what the boat owner has to fear from oil of

fered him. Yet this evil of substitution is one that can be guarded against with just a little care and thought. Far worse, in many cases, is a more insidious cause of lubrication trouble, and one hard for engine manufac-

Combined oil cooler and filter (strainer)

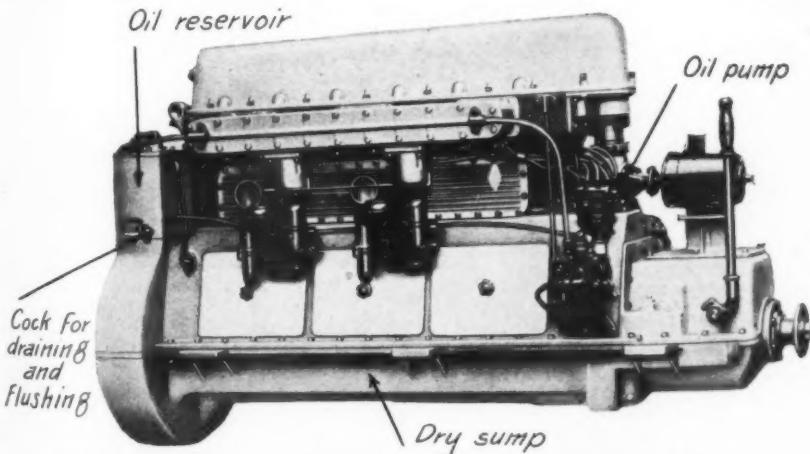


The oiling system on the Sterling Coast Guard engine provides an easily removable plug for drainage

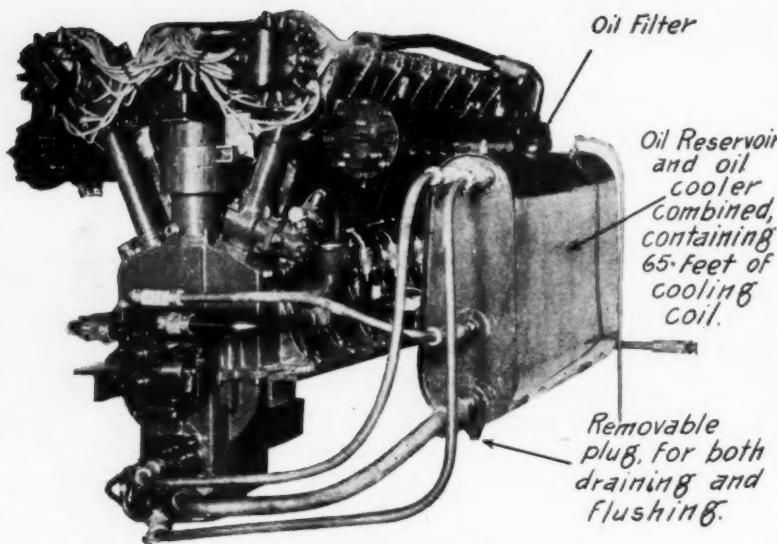
Removable plug—attach tubing or hose and oil pump empties entire system.

ers and lubrication engineers to combat—the failure on the part of the boat owner to change his oil at proper intervals. Engine after engine has gone to the junk yard prematurely, and hundreds of thousands of dollars have been spent needlessly, all because the boat owner did not give his own engine decent attention! Too strong? No—by no means, no. I have seen engines worn out in two seasons—scored cylinders, loose wrist pins, loose main and crankpin bearings. Noisy, clattering engines, worn out in two seasons' use—and all because of improper lubrication.

Change your oil at proper intervals! Have you ever stopped to realize, Mr. Boat Owner, that ten or fifteen dollars is all the additional cost you could possibly add to your oil and fuel bill by making the proper changes? The price of a good dinner for three or four—and by spending this trifling



The Kermath engine has perhaps the easiest of all, as a simple drain cock will empty the old oil



The Gar Wood marine carries its oil in a separate reservoir, which can be quickly and easily drained

sum you can save yourself ten or twenty times that amount, keep your engine in service all the time, have a smoother power plant, and always be ready to go.

Manufacturers of marine engines are keenly aware of this situation, and do their part by providing easy means of accomplishing oil changes. They provide strainers, coolers, filters, sludge sumps, oil change pumps, drain plugs, dry sump systems—all in order that the boat owner may have an easy method of taking care of his own property! What more could the owner ask?

Well, one thing he could ask—and does—is this: "How often am I to change my oil?" And by asking that apparently simple question he causes the engine manufacturer many hours of worry and study in trying to formulate a simple, easy answer. The reason why it is hard to set down a direct answer to this very natural question is found in the fact that the answer—be it measured by hours or miles—is bound up with the kind of service the boat is engaged in, and how frequently she is used. Stopping and starting is harder on the oil than steady running. The engine which is used for long runs, always warm and pulling steadily, uses more oil, of course, than the engine which is being used only intermittently. But there isn't much chance for the engine running steadily to dilute its oil—or to form water in the crankcase—or to form sludge—or to emulsify. It's the engine that is stopped and started frequently that needs attention.

When an engine is first started it is considered to be cold, no matter what the weather. It is then that a richer mixture is used; it is then that diluent passes the piston rings to contaminate the oil in the crankcase or sump; it is then that water is formed as one of the products of combustion. After the engine has become thoroughly warmed

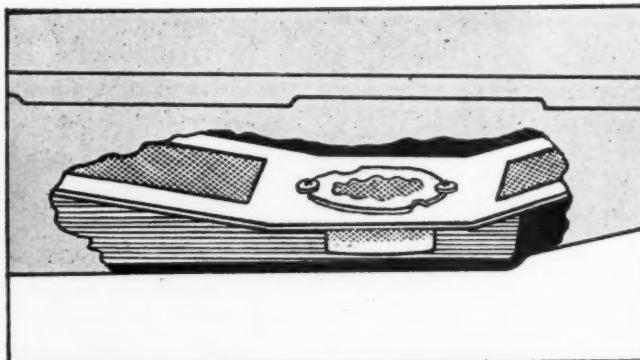
up, anywhere from thirty minutes to two hours, depending on its size, these conditions change. No more diluent passes the rings; the full heat of the combustion chamber prevents water from doing any damage. The engine is operating efficiently. Drive that engine steadily from Manhasset Bay to Florida, if you wish, and never think about changing the oil—just see that there is always the right amount in the crankcase. Normal use of the oil will take care of any slight changes.

But look out for the engine that is being stopped and started frequently! Cold one day, hot the next; gasoline passing the rings; water coming down with the gasoline and more forming in the crankcase from alternate heating and chilling of the metal. Emulsion starting (especially if poor oils are used); sludge forming. Trouble, repairs, depreciation, expense, carbon, valve grinding—the nightmare of troubles that can come from such conditions. AVOID IT BY CHANGING YOUR OIL.

"All right, when shall I change it?", is the question. The answer depends—it depends upon the service the engine gets. No hard and fast rule can be set forth, but

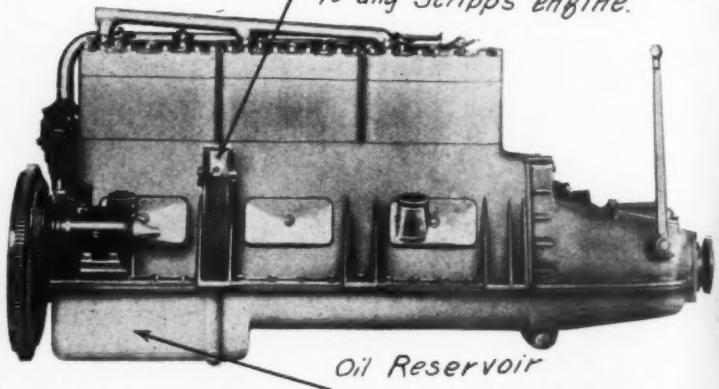
a very good one to follow is that laid down by Elwood T. Larkin, Chief Engineer of the Sterling Engine Company. "When your oil pressure, with the engine hot and functioning normally, falls to two-thirds of its normal pressure, change the oil." That rule is safe and sane. Diluted oil does not have the pressure of good oil. If you know what your oil pressure is normally, and that pressure is cut down by one-third, change

(Continued on page 178)



The H-50 Gray engine is provided with a sludge sump and a sub-base with screens which are accessible for cleaning

the oil. The pressure will come back to normal if the lubricating system is working properly. If it doesn't come back to normal, see whether the oil strainer is dirty and clogged; if that doesn't do the trick, look for



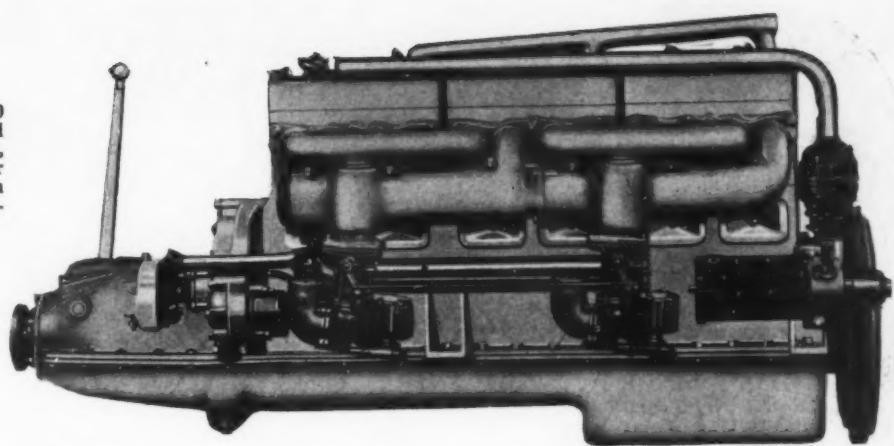
Scripps engines are supplied with a convenient hand operated pump

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Carburetor side of the 150
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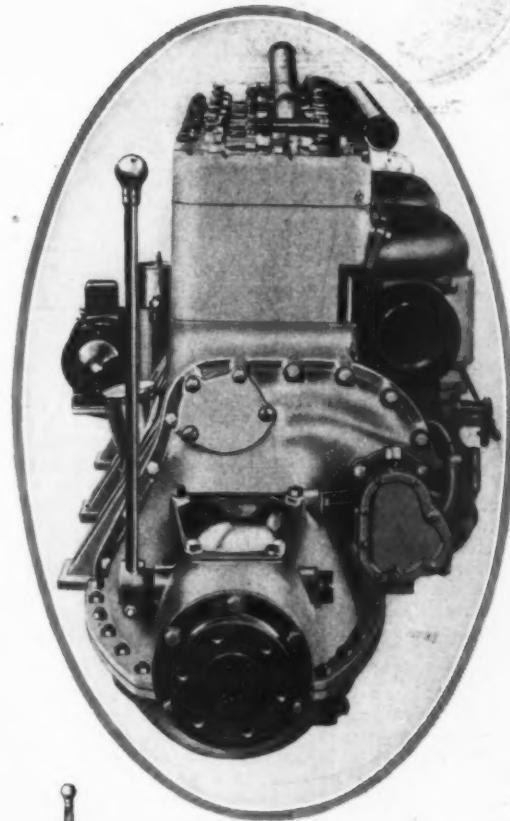


A HIGH POWER ENGINE

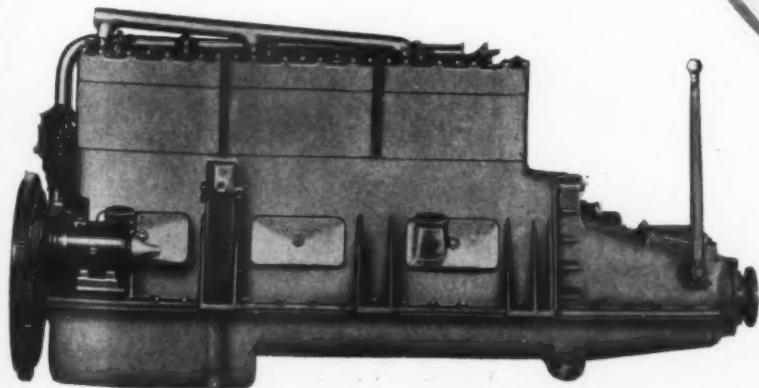
*The Latest Six-Cylinder Product of
the Scripps Motor Company Is a Most
Compact and Well Arranged Machine*

MORE power is being continually called for by boat builders in order to supply the demands for speed on the part of the boat users. Designers are straining their ability in order to produce engines of the utmost power consistent with lightness in weight, and ruggedness of materials, to allow continuous high power output. The engineers of the Scripps Motor Company have offered their solution of this problem in the form of the G-6 Scripps engine, which is a recent machine of the L head type, with 612 inches piston displacement. It is a modification and improvement of the smaller F-6, and represents the most modern six cylinder marine engine designed. Many of its features are particularly desirable when employed in fast runabout service, as it combines light weight, exceptional power, flexibility of operation, and durability. There are two types of this engine designated as the high speed and the medium duty machines. The lighter of these will weigh 1,000 pounds, while the other is 150 pounds heavier, the difference being due to the metals used in the base castings.

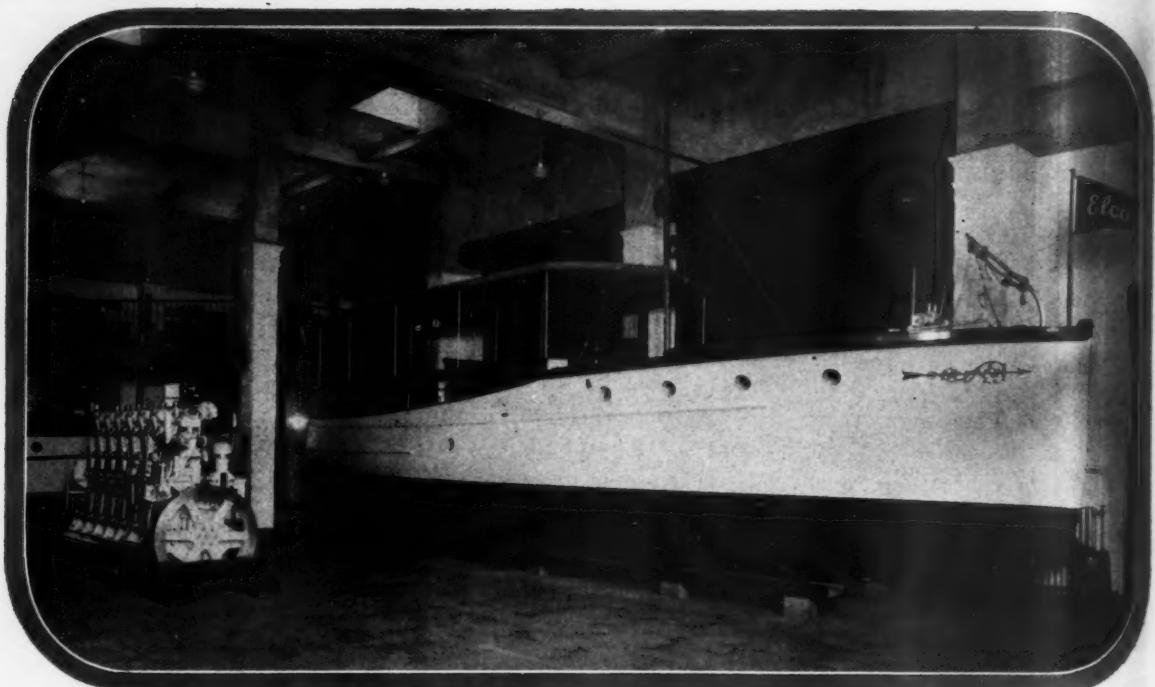
The power produced by the two types differs also, the high speed machine being capable of developing 150 h.p. when turning at about 1,800 revolutions, while the medium duty machine turning at 1,200 revolutions, develops about 100 h.p. In order to accommodate the con- (Continued on page 176)



The reverse gear end of this engine shows it to be compact and well arranged. There are no excess attachments or projections



The port side of the engine is entirely free and clean. Other than the generator and the oil supply fittings, this side of the engine is bare



The fine show room at Port Elco is big enough to accommodate the 54 foot cruiser, and several of the smaller Elco boats, and a Nelseco Diesel engine.

BRINGING BOATS to THE CUSTOMER

Modern Methods of Merchandizing Motor Boats and Engines Have Radically Changed to the Great Advantage of the Purchaser

NOT so long ago the prospective purchaser of a motor boat found it necessary to make a determined effort to spend his money in order to secure a boat. The plants of boat builders more or less naturally located at the water front in some remote parts of the town, were inaccessible and difficult to reach. The purchaser would find that he could have a boat built, and receive delivery on it in some four or five months time, and by the time the boat was actually completed, his interest and enthusiasm for boating had fallen by the wayside.

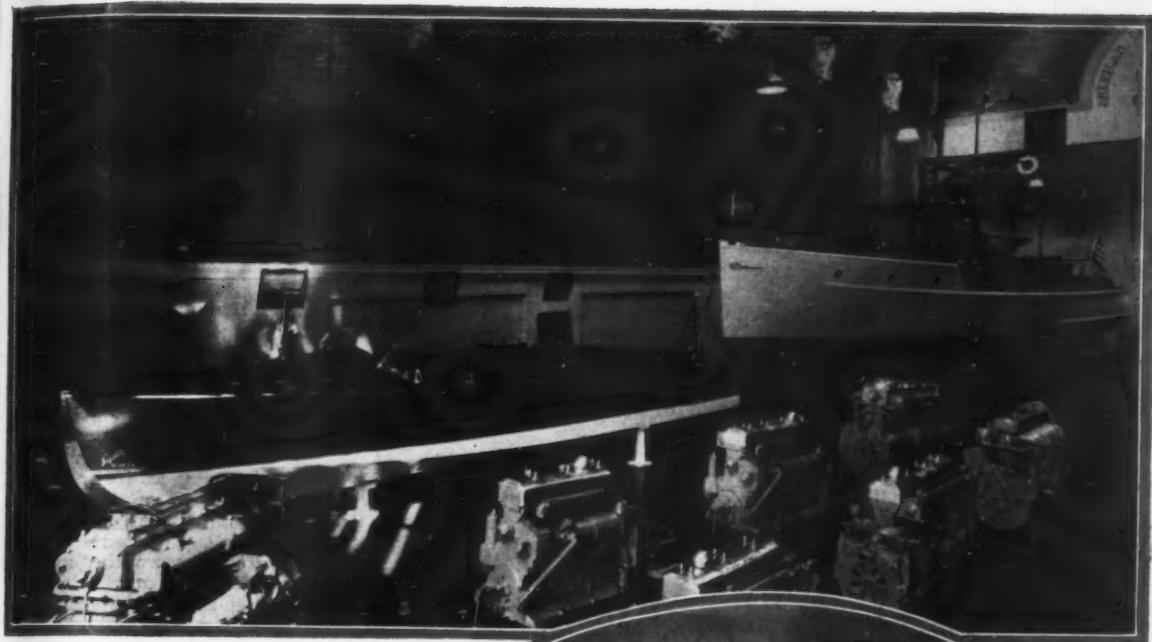
This condition has been entirely changed during the last year or two, and we now find big boat building companies concentrating their effort on the production of boats in large quantities. A company capable of turning out a daily flow of two or three high class runabouts, looks upon this production as the normal course of events. In order to market a volume of boats in this proportion, it has been necessary to establish sales rooms and display rooms, where boats could be shown and made attractive to possible purchasers. No longer is it necessary to wait for a boat to be finished. Any one with the slightest desire to own a boat can stroll into any one of the sales rooms of the large boat companies, and walk out with a boat under his arm, so to speak. Deliveries are immediate, and there is no occasion for a long wait before active boating can be enjoyed. While it is true that boats are not so readily transported

as automobiles, the samples in the sales rooms are frequently sold to individuals who desire that particular boat, and they must then be loaded on a truck, and carried to the water. This problem is also a relatively simple one, and boats can be quickly moved and delivered wherever desired. Sometimes it is possible to deliver them under their own power, but more frequently they are loaded on a flat car and carried to their destination by rail.

In all the centers of population will be found sales rooms, where boats are on display. (Continued on page 140)



A corner of the show room of Howard W. Lyon in which he displays the several Baby Gar runabouts



The A. C. F. show room is particularly roomy and unobstructed by columns. Boats and engines are displayed to excellent advantage



The show room in which Wilbur H. Young exhibits the various Dodge Water-cars and the Richardson Crisabouts

The show room of Chris Smith & Sons is on a prominent street where the boats are readily seen from outside and in



are frequently
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page 140)

A New MARINE CARBURETER

Specially Designed Filters and Carbureters to Meet Exacting Marine Conditions Will Function Correctly Under Any Angle of Boats Rolling or Turning

THE new Zenith marine carbureter is a distinct and outstanding contribution to the science of carburetion in the marine field. Zenith carbureters have been widely used on marine engines for many years and the knowledge gained from this experience has led to the introduction of the new Zenith, designed to meet the specific requirements of motor boats.

Rapid expansion of the marine field has called forth many new developments and there has been an insistent demand for a scientifically designed carbureter that would overcome the peculiar problems of water travel more so than a standard car model adjusted for marine use.

The ordinary carbureter is designed to operate in a level position and any marked deviation will cause fuel to flood over the carbureter jet, or to be so low in the jet that the mixture will be so weak as to cause back-firing. A marine motor is usually installed at an angle of 7 degrees or more, which is enough to cause serious trouble, such as flooding or leanness of mixture. True, the manifold flange is machined at an angle to offset this, but the angle is usually only 3 or 4 degrees because any more causes difficulty in lining up the cap screws or studs holding the carbureter to the manifold. If two carbureters are used on one engine, a common installation since Zeniths demonstrated their great increase in efficiency and power, these manifold flange angles prevent proper lining up of air intakes and make the installation more difficult.

In some cases, to offset the angle of the motor, the carbureter is turned crosswise. This helps prevent flooding or leanness, but when quick turns—common in speedboating—are made, the fuel is forced by centrifugal action either over or away from the jets, depending on the direction of the turn in relation to the carbureter. Rolling of the boat in a heavy sea will have a similar bad effect. The result is a mixture either too rich or too lean in coming out of the turn. If it is too rich, get-away will be slow and sluggish and carbon and dilution will result. If it is too lean, back-firing might result, with its attendant dangers.

Motors are tested on the dynamometer and the horsepower determined. If they are then put in boats set at a different angle, with the consequent different fuel level to jet relationships, it is quite possible that less horsepower will be developed. This means less speed and efficiency.

The ordinary carbureter has the air intake at the bottom. To run a drain from the intake to the outside of the boat, above the waterline, is often impossible because the intake position is too low. Safety demands that fuel from flooding carbureters be carried to a place where it will not endanger the boat and occupants. Overboard is the only safe place.

The first factor to be considered by the power boat owner is safety—the second is efficiency. The new Zenith marine carbureter is designed to meet these important requirements. It may be tipped 60 degrees fore and aft or 45 degrees sideways before the action of the carbureter will be changed or before fuel will leak out. When a boat reaches these angles it is ready to capsize and sink. Quick turns will not wash fuel away from or over the jets of the new Zenith. Get-away coming out of a turn is thus clean and fast. The air intake is set above the bowl, giving that much more height to make possible overboard draining of fuel in case dirt should lodge under the needle valve and cause flooding. As the bowl is directly under the barrel, any condensed fuel will simply drain back into the bowl and this common cause of a gas-laden bilge is removed.

As the new Zenith marine carbureter is not affected by angles, the manifold flanges may be machined square with the crankshaft. This is simpler, and when two carbureters are used they may be set with air intakes facing each other in perfect alignment. This facilitates provision of a common intake and flash screen, giving a better, neater and more economical installation.

Many steel screws, die castings, steel stampings, etc. are used in ordinary carbureters. The man who operates a boat in salt water knows what happens to them. In the new Zenith marine carbureter there is not a piece of metal that will rust. All parts are of brass, except the needle valve which is made of non-corrosive Monel metal. The screws are of special screw brass that will not stretch or snap off.

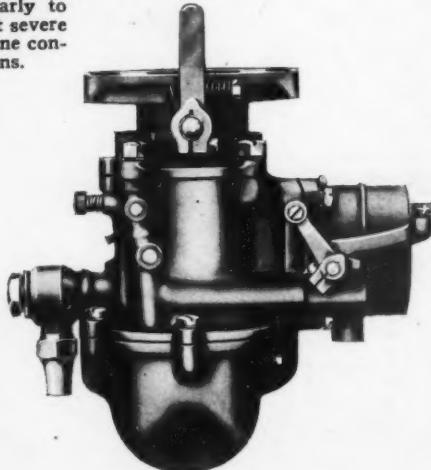
Another recent product of this company is a new filter, which functions on an entirely different principle.

than other devices of the same kind. It is made with the equivalent strength of a solid bar of metal, and it has a filtering space which is as fine as a 120-mesh wire screen. It is arranged so that the filtering element can be readily removed, and the spaces opened wide. This will permit of rinsing it in clean gasoline or blowing out with an air hose, which will restore it to its original condition. The unique feature of this filter is that the efficiency is obtained by means of a built-up element consisting of washers and spaces, which are only .003 inches thick through which the fuel passes.



The new Zenith marine fuel filter of large capacity and easily cleaned

Zenith carbureter designed particularly to meet severe marine conditions.



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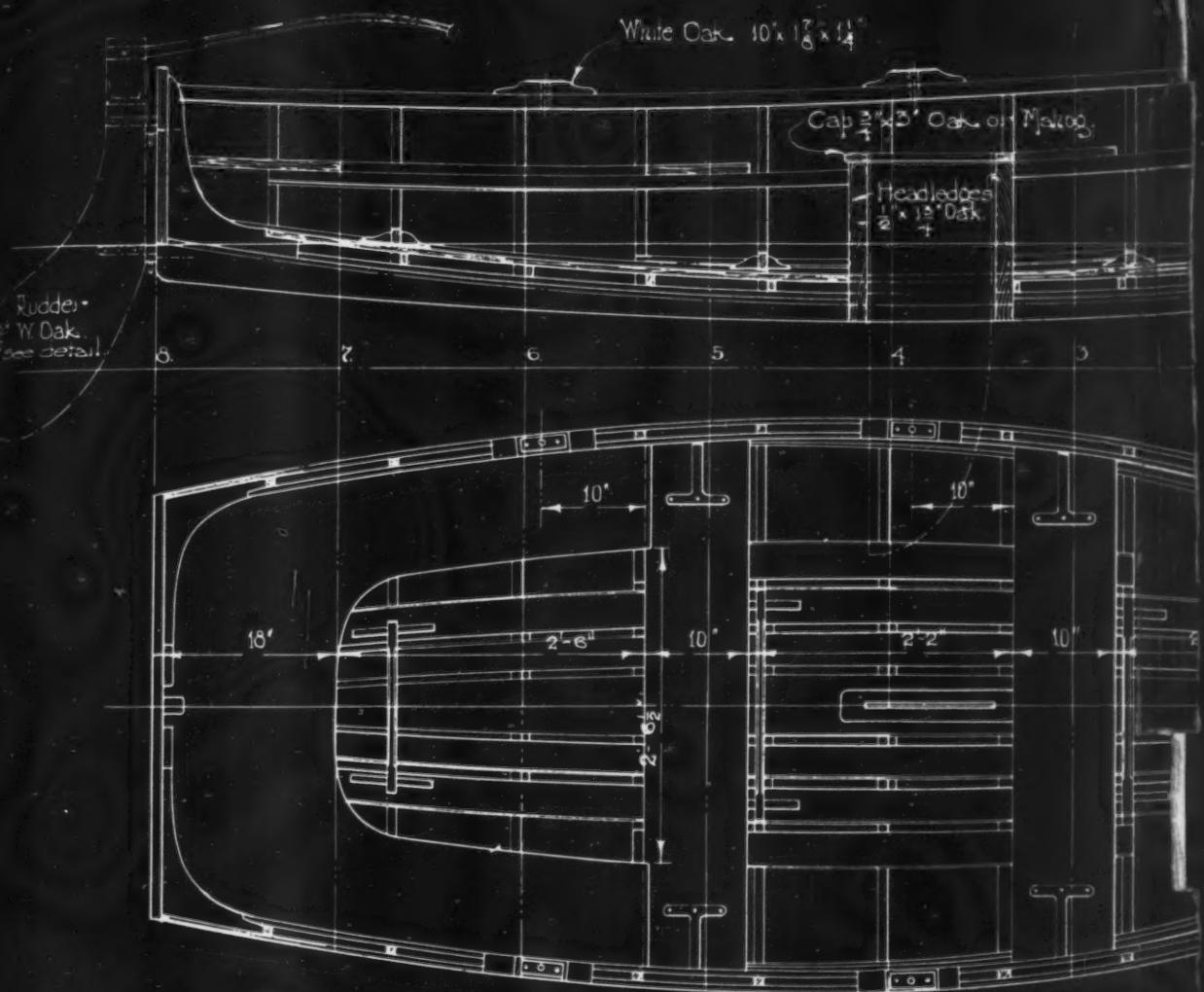
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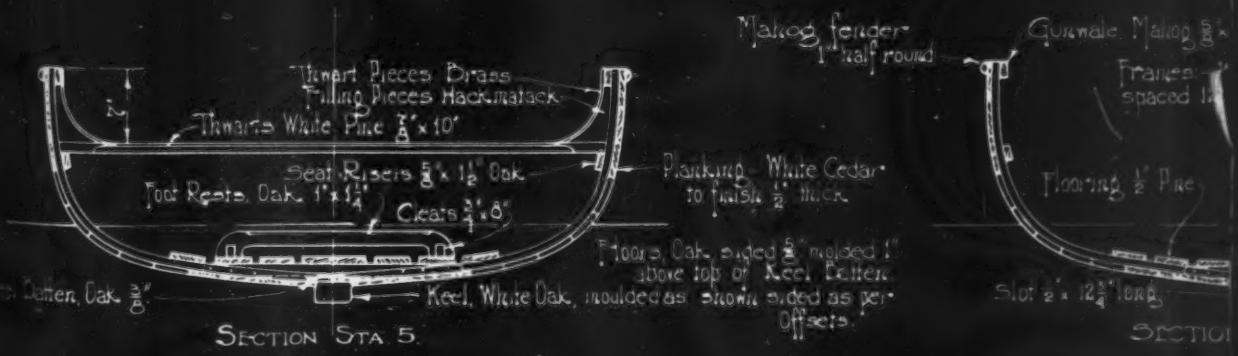
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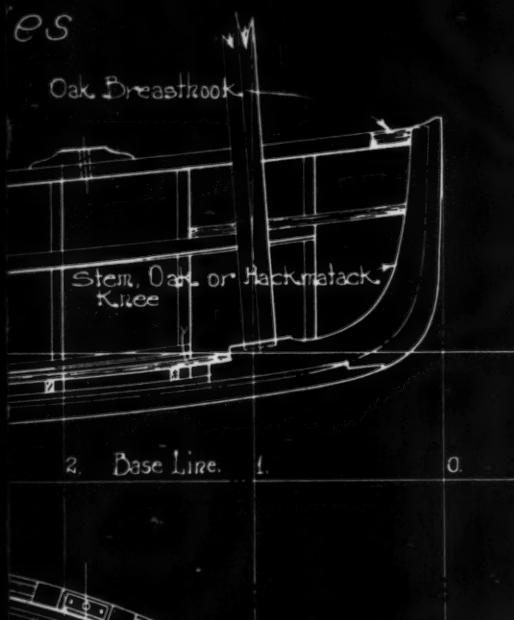


CONSTRUCTION PLAN

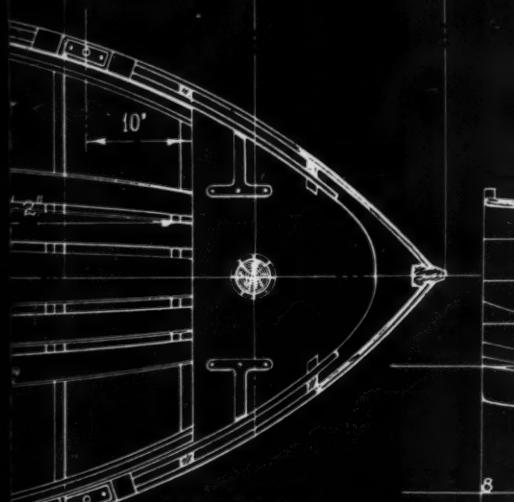


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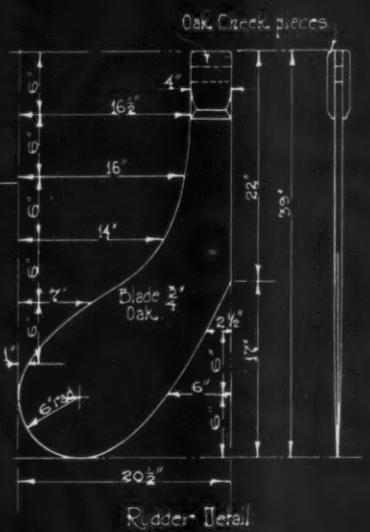
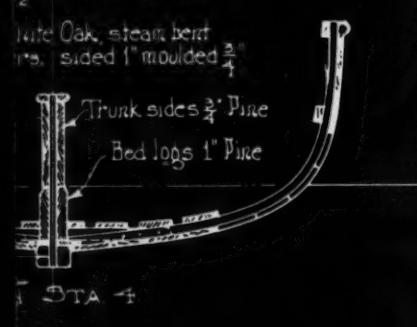
2. Base Line. 1. 0.



Especially
Designed for

**MO^{TOR}
BOATING**

119 WEST 40th STREET
NEW YORK, N.Y.



Rudder Detail

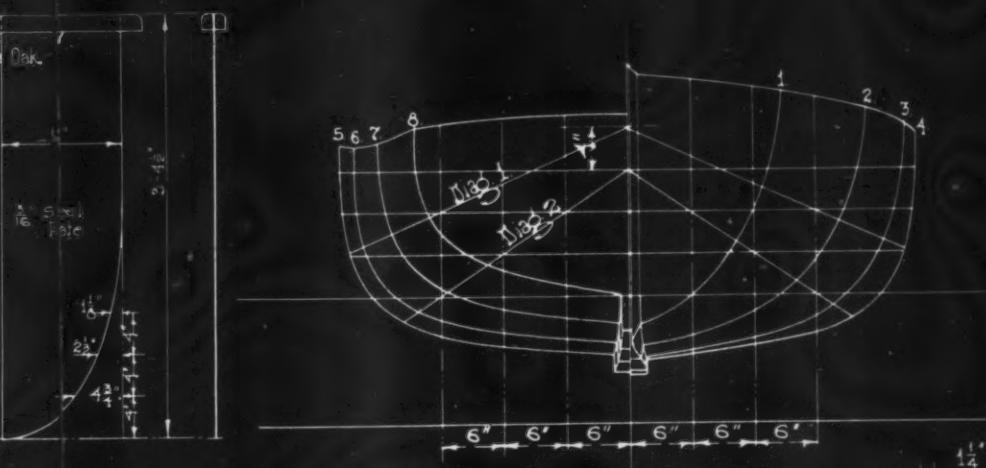
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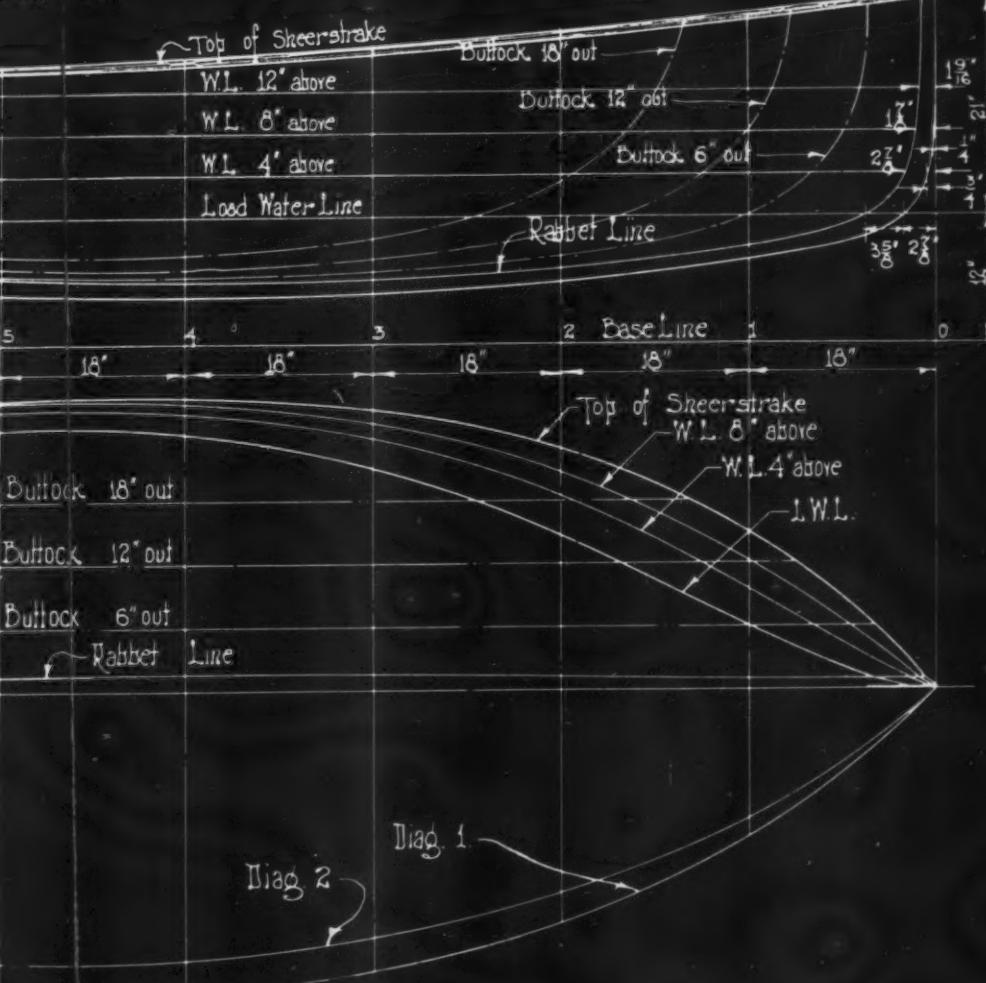
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A 12 Foot Sailing Skiff

Scale $\frac{3}{8}'' = 1'$



Starboard Detail



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GANNET, A Combination Dinghy

Design for a Most Useful and Serviceable Boat Intended for Use as a Row, Sail, or Outboard Driven Tender

Designed Especially for Motor Boating

By Chester A. Nedwidek

HOW many times has the boatman looked for a small boat that would make an ideal tender? I do not say that I have the perfect boat here for this use, for the perfect boat has yet to be built. Some of us have or have had boats which we might call perfect from our point of view, or possibly instead of perfect I should say ideal. So I might say that from my point of view Gannet is my ideal small boat. Useful in three ways as a rowing tender, an afternoon sail boat or for idling along under the push of an outboard motor.

Gannet will probably be a little harder for the amateur boat builder to build than any of my previous designs as she has steam bent frames, which will make it necessary to get out a steam box. An easy and inexpensive way to build a steam box is to take a wash boiler such as is found around any home. Fit a piece of pipe to the cover so that the steam will get into the steam box. The box itself is to be made of one inch boards, about eight or ten inches wide, make a box of these boards about seven or eight feet long, block up one end, the other end being left open, a very good kink, but by no means original, is to nail a few cross pieces in the box to hold the timbers up near the top of the box where they will get the full benefit of the steam.

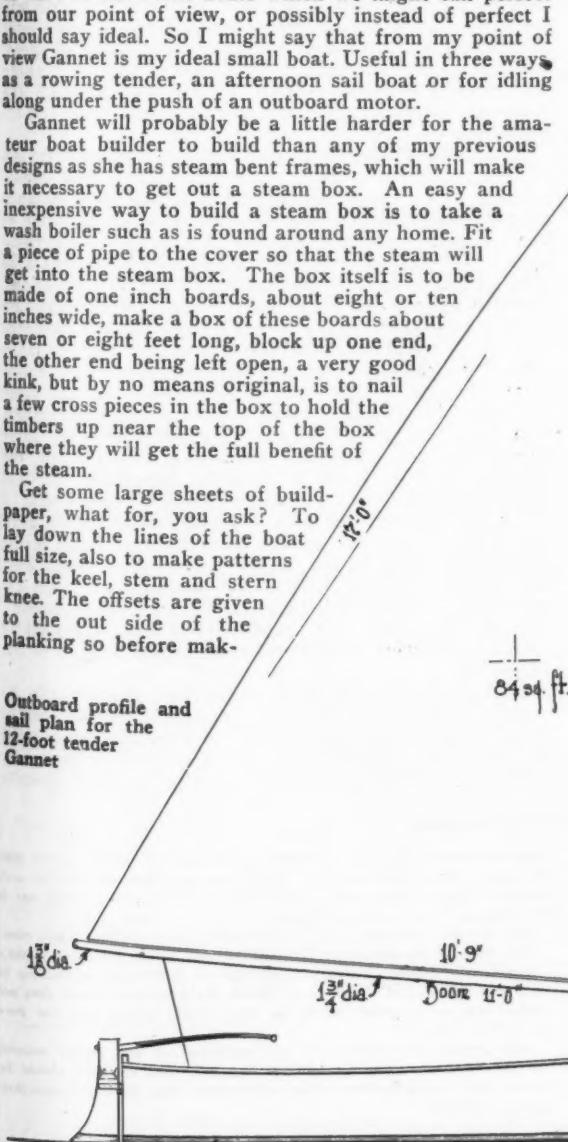
Get some large sheets of building paper, what for, you ask? To lay down the lines of the boat full size, also to make patterns for the keel, stem and stern knee. The offsets are given to the out side of the planking so before mak-

ing the templates for the moulds the thickness of the planking should be taken off. Eight molds are required eighteen inches apart. It is also a very good idea to lay down the sheer plan and the half-breadth plan full size. From the full size sheer plan you can get the templates for the stem, keel and stern knee. From the half-breadth plan you will get the taper of the keel, also from the waterlines, forward you will get the bevel for the stem rabbet.

Make all of the body plan moulds first, tying them together carefully so that they will not work out of shape from handling. The keel should be the next thing to tackle. From your sheer plan make a template of some light wood, of the exact shape of the keel laying this on your keel stock you will be able to cut your keel out.

You will note also that the keel is tapered widest amidships tapering to the siding of the stem forward and to one and three-quarters inches at the transom. The thickness at each station is given on the offset table in the half-breadths for the rabbet. The keel will have a bevel cut on each top corner where the garboard will butt up against it. This bevel can be taken from the full sized body plan. To give a backing for the garboard strake a piece known as the keel batten is used. For this boat this will be a piece of oak three-eighths of an inch thick and sanded so that it will have an overhang on each side of the keel of about an inch, this means that where the keel is sanded three inches the keel batten will be sanded five inches, one inch on each side. This is to be screw fastened to the keel and is to run from the stem to the stern knee as it is shown on the

(Continued on page 142)



SMALL MOTOR BOATS

Their Care, Construction and Equipment

A Monthly Prize Contest Conducted by Motor Boatmen

Questions Submitted for the July Prize Contest

1. Describe how to make a wheel pulling device for three bladed propellers.

(Submitted by E. A. J., New York, N. Y.)

2. What information and hints can you give on going through canals and locks?

(Submitted by W. B. M., Newburgh, N. Y.)

Advantages of the Reduction Gear

New Engineering Developments in Motor Boat Propulsion Show Marked Economies and Increased Efficiency Due to This Device

Answers to the Following Question Published in the March Issue

"What are the advantages and disadvantages of reduction gearing or belt-type chains in connection with power transmission on modern marine engine?"

Efficiency of the Reduction Gear

(The Prize-Winning Answer)

THE most recent development of the naval architect and marine engineer as applied to small boats is the application of a reduction gear to the propulsion mechanism. Devices of this kind have been in use on large sea going ships for a number of years, and have demonstrated their advantages and efficiencies very clearly. The high speed steam turbine operating through a reduction gear of large ratio is able to turn a large propeller at slow speeds, gaining thereby the more efficient drive of the large wheel, and operating at the highest efficiency by reason of its high speed. The same theory has, during the last several years, been applied to marine engines suitable for smaller boats, and we now have several different marine engines which are supplied with built-in reduction gears as standard fittings. Up to the present time the reduction in speed between the engine and propeller has been in the ratio of two or three to one. In some cases, for special purposes, such as high speed racing craft, gear drives have been used, but the reduction element has not always been included in this particular class.

Only a few years back in order to secure the utmost efficiency in propeller equipment on a small boat, it was necessary to install a large, heavy duty, slow turning engine, which was capable of turning a large diameter propeller at revolutions from 400 to 500. With the advance in gas engine design, engine speeds were increased until today we have gas engines capable of maintaining extremely high speeds, and 2600 to 2800 r.p.m. are no longer regarded as unusual. In fact a recent racing craft is reported to have been able to turn its propellers as high as 6,000 revolutions, without failure on the part of either the engine or the propeller equipment. While such

excessively high speeds are not desirable for ordinary craft, the day is undoubtedly coming when a small, light weight engine, turning at extremely high rates of speed, will be hooked up to a normal size propeller, turning under 1,000 revolutions, and in this way securing the maximum possible efficiency and economy from the installation.

A recent example which has served to demonstrate the efficiency and economy of these devices is a well known cruiser, which competed in practically all long distance events during the previous summer. This boat, some 45 feet in length, provided with a high speed engine turning about 1,600 revolutions, and rated at 70 h.p. turns a 34 inch propeller in the neighborhood of 600 revolutions. Definite figures can be given for the fuel consumption on this particular boat, which will demonstrate the economy of its operation. On one trip of 100 nautical miles made during heavy winds and seas, 32 gallons of gasoline were consumed. Other and smaller boats over the same course, which required more time to make the journey, also consumed more fuel, one of them consuming some 80 gallons, and the other exceeding this. While the amount used per mile is variable, depending on tidal conditions, the season's average is still far below that of other similar boats not provided with the reduction gear. For example, another voyage from Shelter Island to the Hudson River, required 33 gallons; another from Port Washington to New London, 29 gallons; and still another from Watch Hill to Port Washington, 35 gallons. On all these runs, the speed of the boat averaged 13 statute miles, and the general average was 3 miles to the gallon.

Other examples of other boats and engines can be equally well shown, and a prominent manufacturer of an engine generally spoken of as developing from 15 to 30 h.p., is able to drive large 36 foot cruising boats, by means of a reduction gear, at speeds and fuel economies

Rules for the Prize Contest

READERS are urged to consider the above questions for the July issue, and send answers to them to the Editor, *MoToR BoatinG*, 119 West 40th Street, New York, N. Y. Answers should be (a) in our hands on or before May 25, (b) about 800 words long, (c) written on one side of the paper only, (d) accompanied by the sender's names and addresses.

The names will be withheld and initials used.

QUESTIONS for the next contest must reach us on or before May 15. The editor reserves the right to make such changes and corrections in the accepted answers as he may deem necessary.

The prizes are: For each of the best answers to the questions above, any article or articles sold by an advertiser advertising in the current issue of *MoToR BoatinG* of which the advertised price

does not exceed \$25, or a credit of \$25 on any article which sells for more than that amount. There are two prizes—one for each question—but a contestant need send in an answer to only one if he does not care to answer both.

For answers we print that do not win a prize we pay space rates.

For each of the questions selected for use in the following month's contest, any article or articles sold by an advertiser advertising in this issue of *MoToR BoatinG* of which the advertised price does not exceed \$5, or a credit of \$5 on any article which sells for more than that amount.

All details connected with the ordering of the prizes selected by the winners must be handled by us. The winners should be particular to specify from which advertisers they desire to have their prizes ordered.

heretofore believed impossible. Another manufacturer of a little mite of an engine on the west coast, which develops only 10 h.p. has incorporated a very novel and ingenious reduction gear in the engine, which uses a large silent chain drive to accomplish the reduction. This diminutive engine, weighing only about 300 pounds, is able to drive large substantial boats at astonishing speeds. Similarly other manufacturers of high grade marine engines are introducing reduction gear models, and wherever these have been used, the results have been astonishing to all observers.

It is a well known fact that per pound of weight, a high speed, high compression, gasoline engine will deliver more power than its corresponding slow speed, heavy duty companion. All of the newest and most modern engines are of the higher speed types, and in order to develop the desired power, must be turned at high rates of speed. Naturally, a propeller for a large cruiser must be sufficiently large to accomplish the desired work and the small high speed wheels used on runabouts and light weight boats will not answer for the larger and heavier cruisers. For these, a substantial propeller can be turned at between 500 and 600 r.p.m. which give them an abundance of driving power, as much speed as the hull will

permit, and much greater maneuvering ability, due to the immediate response of the large propeller to the slightest turn.

Practically all installations using reduction gears accomplish the change with a well designed set of gears. Apparently, the engineering problems involved, are less complicated with this arrangement than they are with the silent chain type. A chain reduction has the advantages of being adaptable to a greater variety of different speeds, although a powerplant of any proportions would require an enormous chain to transmit the power. The principal disadvantage of this method lies in the very large chain needed for equipment in excess of 30 h.p. While it is not intended to state that more power cannot be transmitted, the confined spaces in a boat make this a problem.

The experience thus far with these devices has shown them to be decidedly superior in economy, and the ability to develop the maximum thrust of the propeller. It can be almost certainly predicted that in possibly ten years' time, an installation involving a gasoline engine which does not at the same time provide a reduction gear, will be considered out of date.

T. B. K., Bronx, N. Y.

(Continued on page 166)

How to Haul Small Boats

Arrangements to Permit the Owner of a Small Cruiser or Runabout to Haul His Boat When Necessary for Minor Repairs or Painting

Answers to the Following Question Published in the March Issue

"Describe and illustrate how you would construct a small marine railway or other arrangement to remove small boats from the water for facility in painting, repairs, etc."

A Practical Ways

(The Prize-Winning Answer)

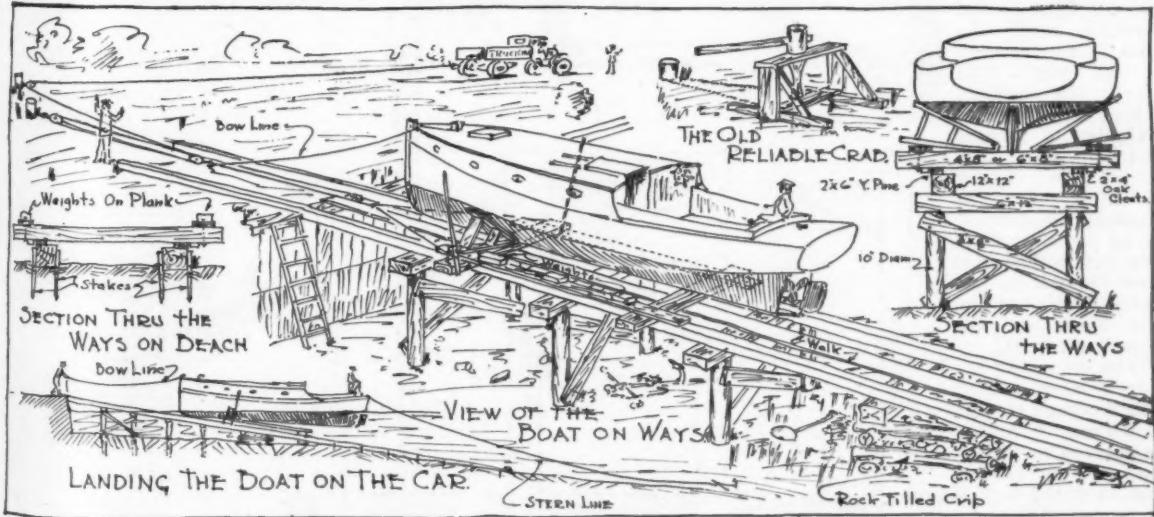
THE accompanying drawing shows the construction of an extremely simple and practical marine ways for removing small boats from the water for facility in painting, repairs, etc.

The ways consist of two smooth yellow pine tracks sloping down and extending out far enough into the water to suit the draft of the boats to be hauled out.

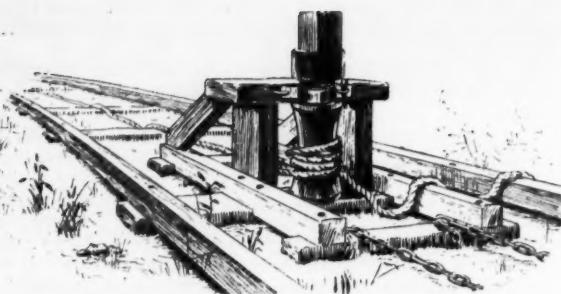
Where the tracks are above ground, they may be supported on heavy posts well braced with diagonal braces so as to prevent any horizontal movement, or they may be supported on log cribs filled with rocks. The tracks above ground should be provided with a walk in the cen-

ter to allow access for cleaning and greasing, to support the cable to the car when it is slack, and to provide a place to pry on when moving the car down when under the water as mentioned later. Where the tracks are on the beach they should be secured by means of stakes driven into the ground and then spiked to the tracks.

The car is made of two heavy cross pieces extending across the tracks and each provided with two heavy cleats to hold them in position on the tracks. The space between the cross pieces is maintained by means of two planks, bolted on top of the cross pieces, just outside of and parallel to the tracks. The heads of the bolts should be cut down to about one-quarter inch in thickness and let in flush with the top of the planks. This is to prevent the bolt head interfering with the wedges used to hold



Comprehensive illustration by A. G. W. to show the several features and details of his hauling ways



Neat sketch of the hauling crab by A. N.

the boat in the vertical position. The planks should have several holes to permit adjustment of the car to suit different length boats. If required the cross pieces may be provided with poles to indicate the position of the car when under water.

A strong sling should be secured to the ends of the front cross pieces and a cable extended to the block and fall as indicated.

To haul out a boat, the tracks are first cleaned of sand and grit if required; then they are greased with a thin film of heavy grease. The car is assembled; chains and cable secured; weights applied and the car pushed into the water. If the car does not slip down the tracks far enough, it may be pried down by degrees by the proper use of a light pole.

To land the boat on the car, float the boat over the car. Have a bow line and a stern line to the boat and if desired, additional lines may be used on the sides of the boat. A man must be in the boat to adjust the stern and side lines. Another man on shore will pull the bow line and the car forward at the same time. The front of the boat will usually ground first. When the boat is properly landed on the car it is hauled forward until the boat is about ready to fall over; then place the wedges. They should be weighted to prevent floating and they should be lightly spiked in place as soon as the forward cross piece is above the water. The bow line should be secured to the hook of the block and the boat hauled out.

The launching is a very simple matter. The ways are cleaned and greased. A rope is secured to the car to permit hauling out after the boat is launched. The car is started with a couple of prys or it may be hauled back a bit with a block and fall. When on a well

greased incline the car will slip down very easily. This type of ways has many advantages over the usual railroad track and wheel arrangement. A wheel car does not allow for maximum draft over the car as it requires the diameter of the wheel plus the thickness of the construction of the car. Whereas maximum draft is obtained over the wood tracks as the only loss is the thickness of the cross pieces which may be 4, 6 or 8 inches thick.

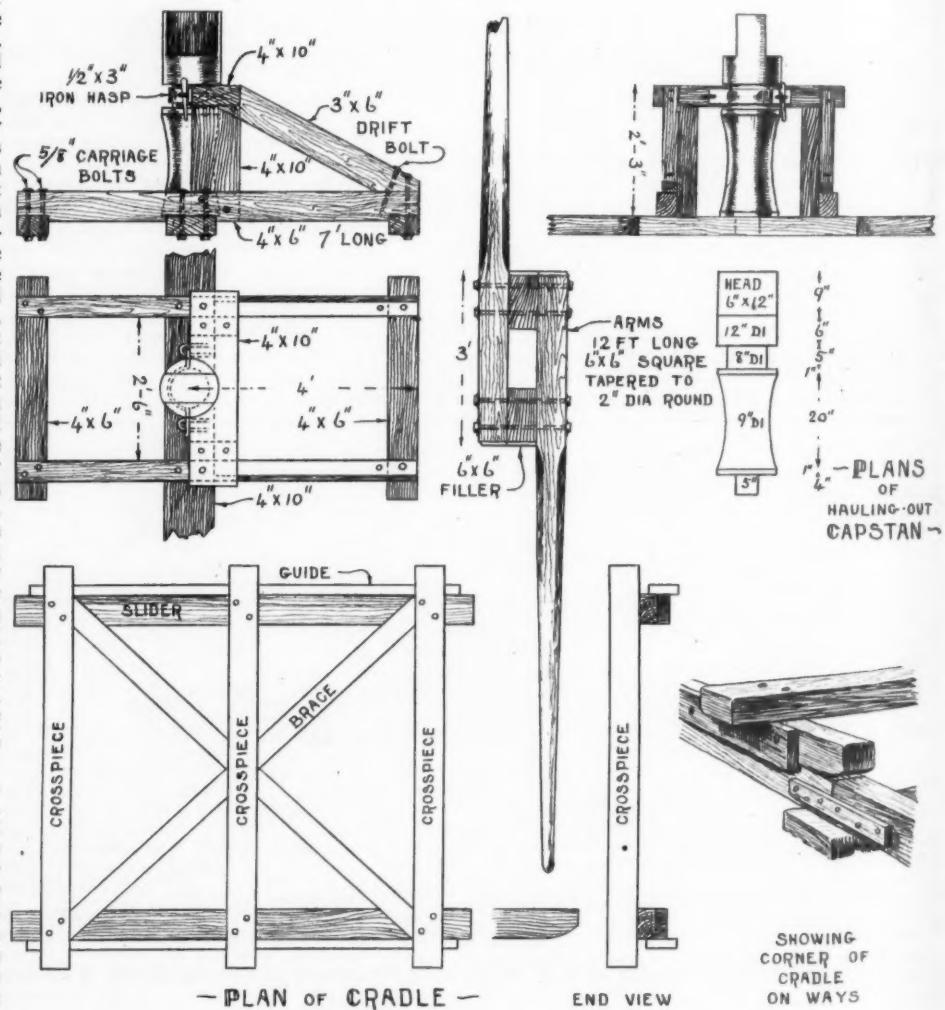
If more than four wheels are used the railroad track must be absolutely straight from end to end to prevent uneven loading and derailment. It is not necessary to have a wood track straight.

If a boat had a leak in the garboard at the front of a wheel car it would be difficult to get at it. With the type of car indicated, it would be a simple matter to shore the boat at the rear cross piece; jack up the front of the boat slightly and remove the front cross piece, making the space free and clear to work in.

Several methods may be used for hauling power. The least expensive is the old reliable crab which the house movers use. Next is the automobile truck used as shown. Best of all is the small gasoline motor winch with a drum and automatic governor. A. G. W., College Point, N. Y.

A Small Marine Railway

To haul out a boat is a task that should be given care and thought. A comparatively small motor boat can be easily handled by means of a few



Details of construction by A. N. for capstan and cradle.

planks, rollers and tackle blocks; but, for the larger sizes, weights and values are too great to take chances with.

The marine ways described and illustrated is intended to handle motor-boats thirty to forty feet in length, and is of a more or less permanent character. First, lay down a track of two 6 by 6 inch yellow pine stringers about 6 feet apart, and parallel to each other. The butt joints of these stringers should be arranged so that the adjoining ends are both resting on the same blocking or cross-tie.

The outlying end of the track should be staked down solidly in the mud or sand at low water. On rivers or lakes where there is no tide, it will be necessary to nail boards across the underside of the track after the manner of a crib or crate, and, after floating it out to its place, sink it by loading it with rocks or scrap iron ballast.

The cradle to carry the boat can be made next. For this prepare two pieces of 4 by 6 or 6 by 6 inch material, planed on one side, with the ends beveled like sled runners; these two pieces form the sliders and should be 8 or 10 feet long. To prevent the sliders from slipping off the stringers, bolt a length of 2 by 6 inch yellow pine on the outer sides of the sliders, the bottom edge of the 2 by 6 inch guides about 2 inches below the bottom edge of the sliders. Then lay the sliders on the track, and bolt on the end crosspieces of 6 by 6 inch yellow pine with $\frac{1}{2}$ -inch through bolts in each end of each crosspiece; countersink the heads of the bolts in the underside of the sliders.

To keep the cradle from twisting or closing up like a parallel rule, spike two braces of about 3 by 4 inch material to the sliders; cross the braces, and fasten the two together with a single bolt.

To hold the boat upright on the cradle while she is being hauled out, build two bilge blocks of 2 by 6 inch spruce, or bolt an upright post on each side of the cradle. The top of the posts should rake outwards. Considerable power is required to haul out a sizable craft, and where there is no machine power available, it is necessary to make use of purchase blocks, gear winches, etc. In the accompanying drawing is shown an easily built capstan,

or crab as it is sometimes called. The drum of the capstan and the lever-arms to turn it should be made of spruce, and the frame of yellow pine.

The neck of the drum is held by an iron hasp which is secured to the crosspiece by two staples, and a peg, which allow the hasp to be opened, thus making it easy to pull the head of the capstan back so that several turns of the hauling rope can be coiled around the drum. The hole in the crosspiece at the bottom of the drum, should be cut slightly oval so it will permit the drum to lean back.

It is not absolutely essential to cut the drum to the somewhat intricate shape shown; as a length of spar with no shaping at all, with the exception of a tenon at the top will serve the purpose; but, with the drum tapered to a spool shape, the coils of the rope will follow each other smoothly and not get crossed or snarled up. The rope should be $1\frac{1}{4}$ or $1\frac{1}{2}$ inch diameter.

To hold the capstan down solidly and prevent it shifting when a strain is put on it, stakes can be driven in the ground in front of the crosspieces, or it may be chained to some fixed object, such as a tree, or railroad ties buried in the ground.

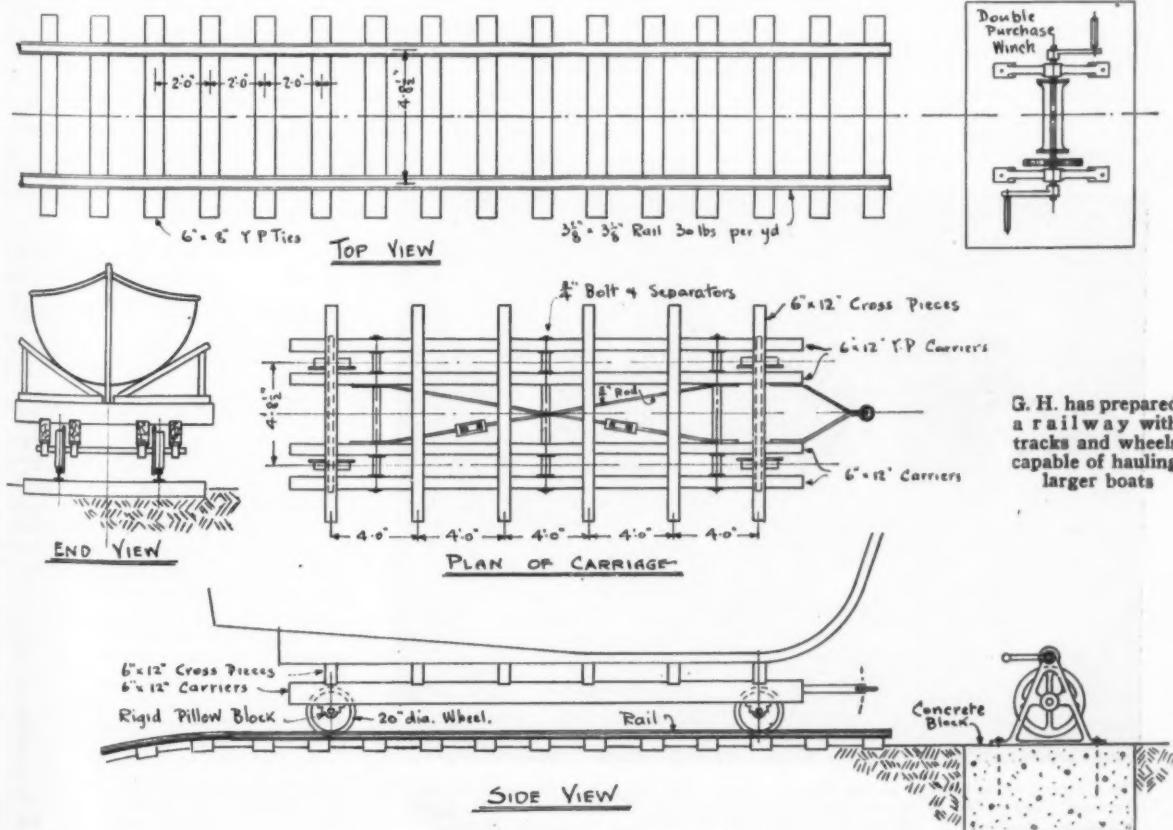
A capstan built to the dimensions given on the drawings, is capable of pulling many tons, and successfully solves the problem of hauling out. An important point in using sliding ways of this kind, is to smear heavy grease or tallow along the top of the stringers in order to eliminate the friction of the sliding wood.

A. N., Brooklyn, N. Y.

A Wheeled Car

The construction of a small marine railway will require some laborious work, but this can be easily contributed by the club members, and the work of preparing the various parts of assembly can be undertaken under the direction of anyone capable of doing rough carpenter work.

The first step in the construction of a marine railway should be the excavation and (Continued on page 166)



Yard and Shop

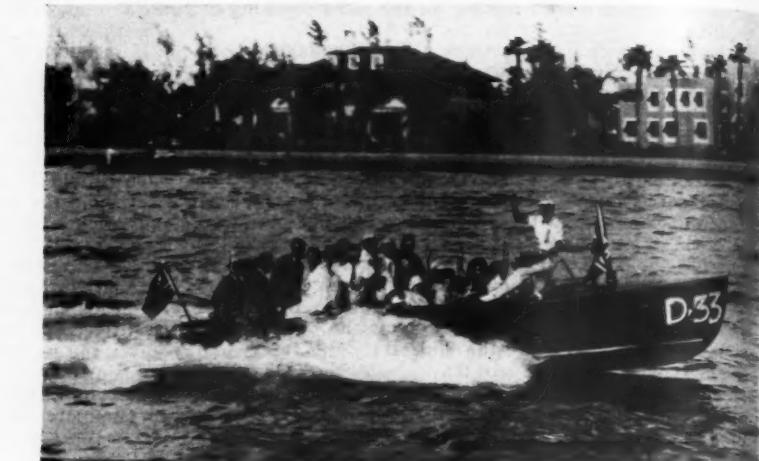
Notes of Interest to Both Owner and Manufacturer

Boston's Big Regatta

NEW ENGLAND is growing enthusiastic over the development of the plans for the big Regatta to be held by the Massachusetts Gold Cup Association on June 17 and 18. Plans for a series of races, covering two days, are well under way, and enormous numbers of visiting yachtsmen are being looked for and will be provided with the greatest set of thrills in years. The invasion of speed boats will begin with the arrival of Miss America IV and V, which created new records at Miami, and these boats will be closely followed by other well known speedsters. An inspection of the course and the race machinery was had by Commodores Chapman and Rosenfeld of the American Power Boat Association and the R. C. R. C's, and some suggestions were made which will be carried out.

The course has already been buoyed and is exactly three statute miles, with a hairpin turn at one end. The local committee is hard at work on plans for the entertainment of the visitors, and already plans are being assembled for a monstrous New England clam bake which only New Englanders know how to prepare. The R. C's will have charge of the proceedings the evening of the last day's racing, and a memorable evening is looked forward to.

Entries are already coming in from fast boats all over the country, and Gordon Hamersley, who last winter foreswore any more racing, will be



A Dodge Water Car carrying an unusual load of live freight. One and one-half tons of persons being carried in a standard 26-foot Water Car at the Miami Beach Regatta

there with Cigarette IV. Many other prominent owners of fast boats will also have their craft at the starting line. These include in the Gold Cup class, Caleb S. Bragg, Guy Vaughan, George Townsend, Richard F. Hoyt, J. H. R. Cromwell, William McP. Bigelow, W. J. Conners, H. B. Greening, Howard W. Lyon, A. E. Luders, Walter Chrysler, and Reginald Williams.

At this Regatta the first race for the National Trophy will be held. This Trophy has been turned over to the American Power Boat Associa-

tion by the National Association of Engine and Boat Manufacturers, for competition in the 151 inch hydroplane class. This trophy formerly was used in the unlimited classes, but the Deed of Gift has been changed, and this valuable trophy will now be awarded on a point basis, to the 151 inch hydroplane with the best total score for the season's racing.

Carrying a Crowd

The Dodge Watercar is not advertised as a ferry boat or a freight carrier. Nevertheless, the accompanying picture would indicate that this well known standard runabout can be made useful in either capacity. The picture shows one of the 26 foot Watercars transporting a 1½-ton cargo of spectators between the shore and the sumptuous houseboat of Col. E. H. R. Green, used as an official boat at the recent Miami Beach Regatta.

A New Diesel Auxiliary Set

One of the recent additions to the lists of auxiliary power plants for use on larger yachts is the Broomfield Twentieth Century Diesel-Diehl auxiliary power plant. This is intended to supply air, water, electric light, and electric power for marine service. It has been developed as the result of a number of years of research and test, and in actual sea service. The problem of consolidating in one unit a number of separate power units has been successfully accomplished. This plant is quite compact, being mounted on a single steel base. In addition the units are all accessible, easy to operate, and with many unnecessary parts eliminated. The Broomfield plant has many advantages over the use of

(Continued on page 54)



The Committee in charge of the Boston Gold Cup Regatta. Seated: Howard Gannett, George W. McNear, Commodore James R. Hodder, Roscoe C. Prior. Standing: Reginald S. Wells, H. A. MacInnes, William U. Swan, Horace F. Hill, Elmer R. Walker, J. S. Hathaway, and George H. Voter

what do you mean— “Just Like Home”?

NOW, when you nod as the guests go over your ship exclaiming that “*It’s just like home!*” what do you mean, anyway?

⊕ ⊕ ⊕
We presume that your home is electrically-wired.

⊕ ⊕ ⊕
And must you, at home, warn your over-night guests against reading in bed, or leaving the bathroom light turned on “to save electricity”?

Do you make toast at home on the stove-lid, or offer coffee from a sooty pot?

And do you, on raw damp mornings, huddle about the table wrapped in blankets and oil-skins?

⊕ ⊕ ⊕
When the youngsters go cruising, all they need is a lantern, a sea-bag, and a can-opener.

But by the time a man is able to indulge himself in 40 feet or more of overall length, with full head room, varnished hardwoods and polished brass, he’s old enough to enjoy afloat some of the modern conveniences of life ashore, and still feel that he’s a salty, horny-handed, sea-goin’ son of Neptune.

There may never be a

place for umbrellas, or galoshes aboard ship but, honestly, now, is there home-comfort without, say, an electric toaster?

And why not a fine percolator, right on the cabin table, or handy to the wicker chairs on the after-deck or bridge?

Why not a vacuum cleaner? Why not portable electric heaters to keep out chill and damp? And electric irons to make the white flannels presentable ashore? And curling irons—and all the rest?

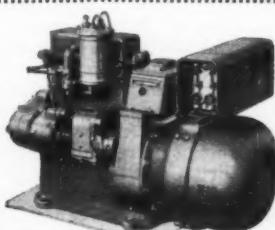
⊕ ⊕ ⊕
The Kohler Automatic Electric Plant provides *real electricity*, standard 110-volt current just like city power.

And it doesn’t weight down your yacht with storage batteries—no fuss and annoyance.

The Kohler Automatic will provide *power* and heat as well as light—power for deck winches, for tools, for pumps—for everything.

⊕ ⊕ ⊕

Write today for information. Use the coupon. There’s still time to have real home comfort on this year’s cruise.



Kohler Automatic Model DP
1500 Watts; 110 Volts, D. C.

4-cylinder, 4-cycle, bore 2", stroke 3". Cooling by belt-driven gear pump circulating salt or fresh water. Current direct from generator; 24-volt automobile-type battery for starting only. Note: Also fitted with 32-volt battery for starting and for auxiliary lighting without operating plant. Similar model has radiator instead of pump cooling. Several other models for marine or general use.

Kohler Co., Founded 1873, Kohler, Wisconsin
Shipping Point, Sheboygan, Wisconsin
ALSO MANUFACTURERS OF KOHLER PLUMBING FIXTURES

KOHLER of KOHLER
Automatic Electric Plants—110 Volt D.C.
No Storage Batteries

When writing please mention MOTOR BOATING, 119 West 40th Street, New York

Kohler Co., Kohler, Wis., U.S.A.	
Gentlemen: Please send full information about Kohler Automatic Electric Plant for marine use.	
Name.	
Address.	
MB 6-27	

Yard and Shop

(Continued from page 52)

separate units, particularly in being less complicated, having only one source of power driving all units. Not the least important feature is the simplicity of operation. The Diesel engine is a four cycle type, starting from cold. It supplies power to a Diehl generator, which in turn supplies light and power current, while the air compressor supplies air for the main engine. Since most Diesel engines are of the direct connected, reversible type, a larger supply of air is frequently needed than is available from the main pump. The large auxiliary air compressor incorporated in the Broomfield plant overcomes this condition, and provides a reserve supply of air sufficient to meet all requirements. A third unit in this plant is a large centrifugal pump, with a capacity of 83 gallons per minute, connected to the bilge and seacock. The compressor and pump are operated by a two way clutch, which engages either unit. These units have been in successful use for a number of years on large schooners, tug boats, and private yachts.

New Bonney Wrench Kit

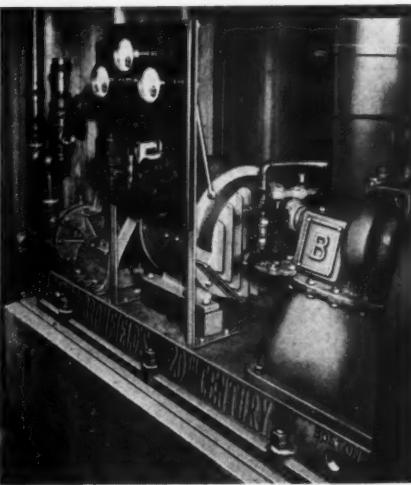
The Bonney Forge & Tool Works of Allentown, Pa., recently introduced a new style in wrenches—the Chrome Vanadium Right Angle



A handy set of Bonney Chrome Vanadium right angle wrenches, which should prove useful in any boat's engine room

Wrench. These wrenches are of the double end type but vary from the conventional open end wrench in that the jaws are at right angles to the handle.

The new Bonney No. 4 Kit is a sample kit, consisting of three of the most popular size Right Angle Wrenches. This kit has been prepared as a sample proposition and the price of the complete kit, \$2.50, is less than the price which would be paid for the wrenches, if bought singly.



The Broomfield Twentieth Century Diesel-Diehl auxiliary power plant as installed in the schooner Shamrock, America's entry in the International Fisher Schooner Race

The company guarantees that these wrenches are built stronger than the bolt or nut which they fit and will strip the thread or break the bolt without damage to the wrench. This guarantee is backed by the agreement to replace, free of charge, any Bonney Chrome Vanadium Right Angle Wrench which does not live up to the guarantee.

Boat Sales in Boston

A new boat sales organization has been organized in Boston under the name, Noyes Marine Sales Company, who will handle the wholesale and retail distribution of many types of pleasure craft and marine equipment in Boston and the surrounding territories. At the present time this company are the distributors for Chris-Craft runabouts and Richardson Cruisabouts. In addition they are selling agents for F. D. Lawley, Inc. of Quincy, Mass., builders of custom built yachts and cruisers.

An Automatic Pump

One of the most interesting new products of the year is the new Oberdorfer Automatic Bilge Pump just announced by the M. L. Oberdorfer Brass Co., Syracuse, N. Y.

Anyone who has strained his back and his temper over the familiar old tin plunger pump has fervently prayed that someone would produce a contrivance that would save him that nuisance.

This new Oberdorfer Pump not only saves the labor but works automatically. When an owner leaves his boat, he flips the automatic switch. When the bilgewater rises to a certain level, the pump starts working and continues pumping until a low level is reached. This Automatic starting and stopping continues with the rise and fall of water in the bilge.

A second switch provides for constant action when desired, drawing off the water to an even lower level. When not needed, the pump may be turned completely off.

In the average boat, the pump works only a few minutes during twenty-four hours and its current consumption is low.

It is a small but very powerful and compact, self-contained pumping outfit with a capacity truly amazing—250 gallons per hour. Anyone who has a 6 or 12 volt ignition or lighting current can run this pump off the same battery without interfering with his other requirements.

The body of the pump contains 72 square inches of straining surface which prevents clogging by grease, oil and waste. Bronze and brass are used in its construction which prevents salt-water corrosion.

The pump can be located in any out of the way place where the water collects. A rubber hose connects the pump with an outlet above the water line.

It is a well made piece of equipment of high quality and its price is remarkably low.

The M. L. Oberdorfer Brass Co. has made marine pumps for nearly half a century. This remarkable new Automatic Bilge Pump rounds out a complete line of circulating pumps for engines, hand bilge pumps and motor driven all-purpose pumps for bilge, water supply, deck flushing, and fire use.

First Sale at Chicago's Mart

A Dunphy Sand Dab 18 foot runabout powered with the Universal Flexifour Motor has the honor of being the first article purchased at Chicago's new Motor Boat Mart.

According to A. T. Griffith, Manager of Publicity, the success of the new Mart seems assured, for even before the official opening the en-

(Continued on page 58)

The newest automatic electric bilge pump made by the Oberdorfer Brass Company. This little unit has a capacity of 250 gallons per hour





CHINA *that goes down to the sea in yachts*

YOU need not sport a mermaid on your biceps or have crossed anchors tattooed on your bosom to be a real sort of salt now-a-days.

Rough and ready was the old Jack Tar but today white flannels cover many a pair of good sea-legs. Earls and Viscounts command ocean liners. The sea is looking up socially.

The smartest yachts afloat no longer conceal in their gal-

leys a miscellaneous assortment of cast iron china. For Ovington's produce this exquisite yacht china, mark it to a yacht's order with its own flags and sell it upon such a reasonable basis, that for a hundred dollars you may have a service for six!

Crystal, too, exquisite crystal, marked with your flags and tagged forever as your yacht's equipment.

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Chicago

Your Dinghy's a Cruiser—



Advertising Index will be found on page 220

with an Elto?

DOWN with the hook—and away with the Elto! Your dinghy becomes the cruiser as soon as the anchor chain rattles down the hawse!

Each favorite old harbor is a port of joyful new experiences. The shallows that bar the good ship from scores of pleasant places cannot change your Elto's course. Sparkling little rivers open for exploration. Finest fishing places are only a few minutes away—no longer forbid by the wearying toil of oars.

The Elto is as fine a shipmate as any yachtsman ever had. It starts *easily, effortlessly, always*—thus it gives a dominant, indispensable quality that is entirely exclusive. *Easy, instant starting*—utterly dependable starting on the quarter-turn flip of the flywheel—there is no substitute for it, no quality or combination of other qualities that

can compensate for its absence. *Elto* gives you that easy starting — gives you instant, quarter-turn starting.

And Elto's easy starting is an index of inbuilt reliability throughout. Hours of thickest fog or drenching rain—the breaking crests of heavy seas—cannot dampen a single spark of its waterproof battery ignition.

Capable power—the limit of power needed for any dinghy use. Light weight and compactness for easy handling and convenient stowing. Rudder steering with tiller line control to any part of the boat. Stoutly simple construction that defies years and years of abusive service.

Each season increasing hundreds of Super Eltos earn steady berths on the happy ships of America's great cruising fleet. This year—sign up with one!

Send for the new Elto Catalog.

ELTO OUTBOARD MOTOR COMPANY

OLE EVINRUDE, President

Department F Mason St. Milwaukee, Wis.

Easy Starting . . . Rudder Steering Balanced Values

The Super Set

"Starts with a quarter."

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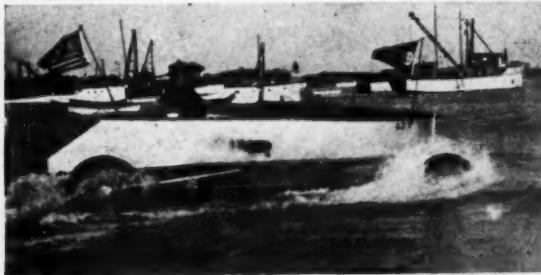
(Continued from page 54)



One of the first boats sold at Chicago's Boat Mart, was an 18 foot Dunphy Sand-Dab, with a Universal Flexifour engine

An Amphibious Boat

Considerable comment has been created by the announcement of the Powell Mobile Boat some time ago. The experience of several users of these boats have shown them to be thoroughly practical, and the running gear of the car portion when subjected to water was not subject to any particular injury. Bearings in the wheels are thoroughly lubricated by grease, so that water does not penetrate particularly where the boat is only in the water for a relatively short time. Where it is intended to keep the boat in the water for longer periods, the wheels and running gear are naturally removed. The tires on the wheels are similarly subjected to a wetting, but this does them no more harm than a heavy rain would in a car similarly equipped when running on the land. A new model D cruisemobile is being built, which will have a hull 20 feet long and 6 feet wide, and in which sleeping and cooking accommodations are to be provided. The practical uses to which a boat of this kind can be put, will help to introduce it to many users who might have occasion to require a boat of this kind. Many inquiries from tropical countries where roads and highways are not as well developed as they are in the United States have resulted in these boats being sent there, and furnishing excellent transportation under difficult conditions. In many places a small stream or river has to be crossed in reaching otherwise inaccessible places and with a mobile boat of this nature, there is no difficulty at all in running the car into the water, sailing it merrily across the waters, and then running it out again onto the road on the other side. These boats can go where any car can go, also where any boat can go, and also where neither one of the two can go. It is of the same general size as an ordinary car, and can be handled in traffic in the same way. It is light enough to travel on soft ground, and big enough to navigate in rough water safely. The frame is light and substantial, of steel and Toncan iron plates, which are hot galvanized after assembly. The boat is provided with bulkheads so that it will not sink even if punctured, and can be driven into the water as high a rate of speed as 20 m.p.h. without danger or difficulty.



A recent demonstration in Chicago in which a Powell Mobile boat was driven from the shore directly into the Lake

Racing on the Hudson

The revival of motor boat racing on the Hudson River, and fuller realization of the opportunities of such enjoyment and sport which it offers, is the object of a large and handsome cup trophy, which has been donated by Jules E. Heilner, former Commodore of the Colonial Yacht Club. It is to be competed for annually, in the club's New York-Bear Mountain race, of about 70 miles, which starts at the site of the house which it is to build at 77th Street and

thusiasm of visitors is running high and sales results from this enormous exhibit of boats, motors, and equipment, is greatly exceeding the fondest expectations of the promoters.

North River, proceeds to Bear Mountain Bridge, opposite the headquarters of the Harriman State Park, and returns to New York City.

This race was initiated, largely through the interest of Commodore Heilner, in 1925, when there were 35 entries, and repeated last year, with 32 entries. It is open to cruisers, up to 45 feet in length. The event this year will be held on June 26.

Special cups were given for the first two years, but now Commodore Heilner is giving a permanent cup, to be raced for annually, and held for a year by the winner. The cup stands about four feet high, and is engraved, besides the announcement of its purpose and space for the names of the successive winners, with a picture of Bear Mountain. It was made by Reed & Barton of New York.

Mr. Heilner will also donate, for the permanent possession of the competitors who finish first, second and third, each year, smaller cups which will be known as the Bear Cups, in graduated sizes, somewhat like the Big Bear, the Middle-Sized Bear and the Little Bear of the Goldilocks fairy tale. These will be smaller replicas of the larger cup.

The Colonial Yacht Club regatta committee of which H. Foster is chairman, is seeking to enlist all the motor boat clubs, up the river from New York, in this movement, and it is expected that the establishment of this permanent trophy will bring forth a larger number of entries in the 1927 race than ever before.

Famous Racer Buys Outboards

In an interview with newspaper men, Major H. O. Segrave, England, had occasion to remark that he thought all Americans were quite slow. A little business adventure with Victor Withstandley, New York representative of Airships, Inc. of Hammondsport, lead him to revise this statement considerably. It seems that Major Segrave and his companions on their last day in New York before sailing back to England, strolled into the New York office, and immediately were attracted to the possibilities of the Baby Buzz and Baby Stepper types of outboard driven boats built by this company. It was then almost one o'clock, and freight shipments for the Steamship Berengaria closed at the pier before two. Mr. Withstandley on being questioned agreed to get the two boats and a big outboard engine on board the steamer before two o'clock, and the sale was made. A big motor truck was immediately procured, and the shipment driven to the pier, accompanied by Mr. Withstandley, who wanted to make sure there would be no hitch in getting these boats on board the steamer. In expressing a desire to own these boats, Major Segrave who established records of over 200 m.p.h. with his famous motor car, expects to experience new thrills at 27 m.p.h. with a Baby Stepper hydroplane. He adventures from one extreme of sport to another, but still moves at the fastest possible rate in both sports.

An Engineering Competition

The American Society of Mechanical Engineers announces a competition for valuable cash prizes which are intended to improve the art of electric arc welding, and to indicate the advantages and economies resulting from its use. The Lincoln Electric Company of Cleveland, have donated the funds for the prizes, and a committee of judges will pass on the merits of the three papers selected as the best. All engineers who are capable of preparing such papers should communicate with the American Society, New York, and learn further particulars of this interesting contest.

(Continued on page 78)



The handsome silver trophy to be awarded for the Bear Mountain Handicap race

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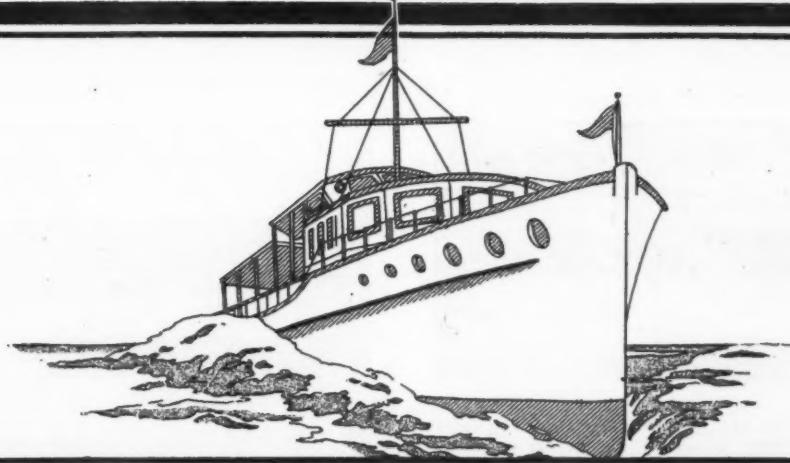
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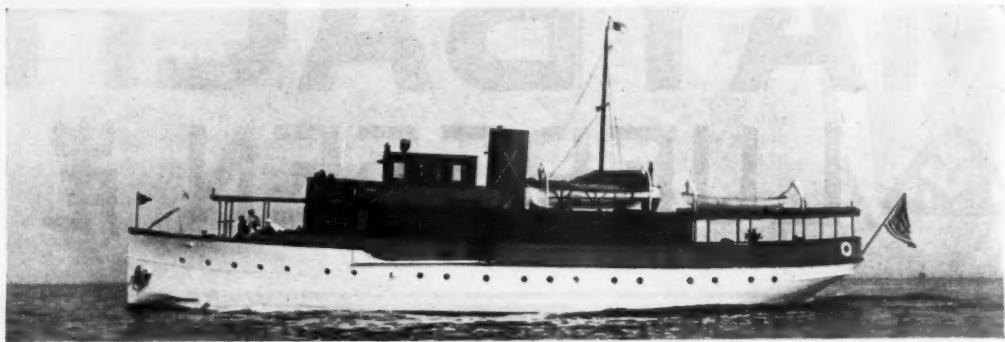
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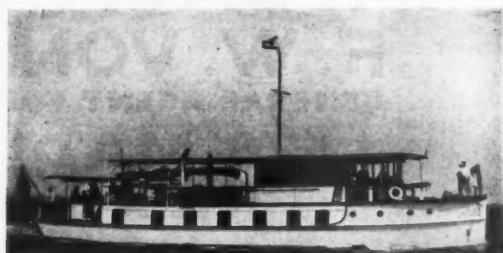
On this page are shown a few representative yachts selected from our large lists. Should none appeal, kindly acquaint us with your requirements. Full information regarding costs to build, purchase or charter yachts of all types gladly furnished.



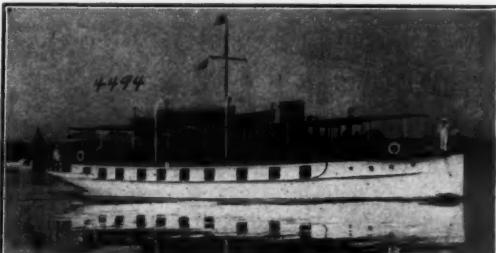
No. 4300—FOR SALE—Steel, twin-screw cruising power yacht; 98 ft. overall, 20 ft. beam, 7 ft. draft. Speed up to 13 miles; two 6-cyl., 125-150 H.P. Winton gasoline motors. Unusual accommodations consist of large deckhouse containing smoking room, dining saloon, living room, galley and pantry; below aft three double and two single staterooms, three baths. Splendid deck space. Very able craft for one of her type. Handsomely finished and furnished. Price attractive. Cox & Stevens, 341 Madison Avenue, New York.



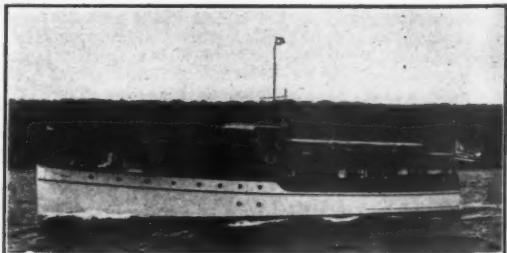
No. 3108—FOR SALE (might charter)—Fast, smart 120 ft. steel twin-screw power yacht. Speed up to 18 miles; two 6 cyl., 250 H.P. Winton gasoline motors. Has two double and one single staterooms, bath and two toilets, in addition to two transoms in lobby. Main cabin, containing dining saloon forward. Handsomely finished and furnished. All conveniences. Makes striking appearance and has attracted considerable attention. Price very reasonable. Cox & Stevens, 341 Madison Avenue, New York.



No. 2600—UNUSUAL BARGAIN—Twin-screw 72-ft. Mathis houseboat; Standard motors. Accommodations consist of 3 double staterooms, dining saloon with pullman berth, bathroom and two toilets, also main saloon in deckhouse. Probably best offering craft this type available. Further particulars from Cox & Stevens, 341 Madison Avenue, New York City.



No. 4494—FOR SALE—Comparatively new 85 ft. Mathis houseboat. Speed 12-14 miles; two six cylinder 150 H.P. Speedway motors. Two double and two single staterooms, two baths and toilet rooms; large deckhouse containing combined living and dining room. Exceptionally well fitted and furnished; all modern conveniences. Only available as owner has built larger houseboat, similar type. Cox & Stevens, 341 Madison Ave., New York.



No. 4590—FOR SALE—Practically new 75 ft. power yacht. Speed up to 12 miles. Deckhouse containing dining saloon; two double, two single staterooms, two bath and toilet rooms. Built best manner. Attractive figure. Cox & Stevens, 341 Madison Ave., New York.

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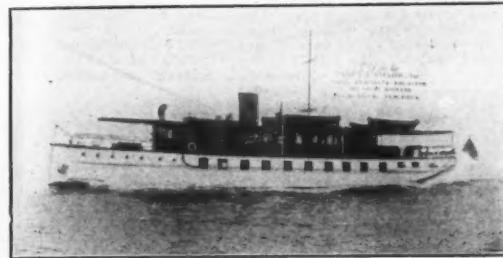
25 WEST 43rd STREET, NEW YORK

Plans and specifications for new yachts of any size or type should be prepared now to assure delivery for next year. Have plans of new yachts, all types, on file now.

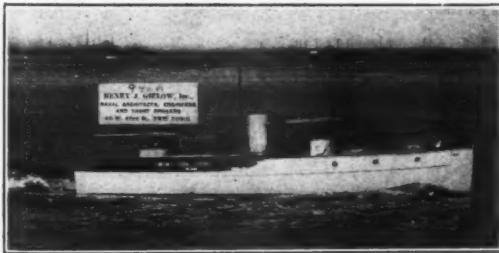
We have a most complete and up-to-date list of steam and motor yachts of all sizes, sail, auxiliary, and houseboats, on file in our office, kept constantly up-to-date by thorough and comprehensive canvass of the entire yachting field from time to time. We are in a position to submit full information on any type of boat upon request.



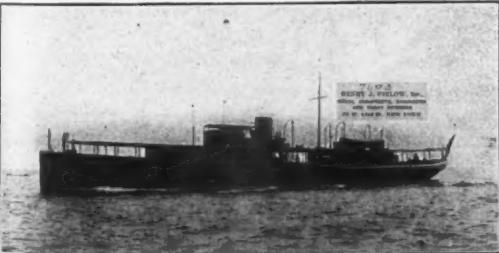
No. 9475—For Summer Charter—This attractive 85-foot twin-screw houseboat with splendid crew; two large double, two single staterooms; 3 bathrooms; deck salon 28' x 13', all teak trim. Speedway motors, speed 12-13 miles, no vibration. All modern conveniences and in excellent condition. Henry J. Gielow, Inc., 25 West 43rd Street, New York, N.Y.



No. 9426—For Sale—Modern 98' twin-screw cruising houseboat, built 1925. Speed 12-14 miles; two Winton motors. Accommodations include two double, three single staterooms, three bathrooms, large dining room and living room on deck. Beautifully furnished and fitted. An unusual offering. Price and further particulars from Henry J. Gielow, Inc., 25 West 43rd Street, New York City.

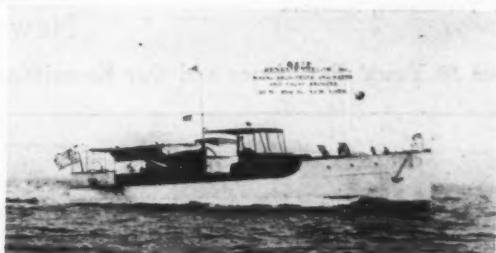


No. 9466—FOR SALE. Opportunity buy high class fast cruiser reasonable, 55' x 11' x 2' 9", two 6-cyl. Sterling motors new 1926. Boat built 1920 Hand design. Stateroom, saloon sleep 6-7. Fully furnished, highest quality. Speed 16-18 up to 30 miles per hour. All fine condition. New Awnings and furnishings 1926. Henry J. Gielow, Inc., 25 W. 43rd St.

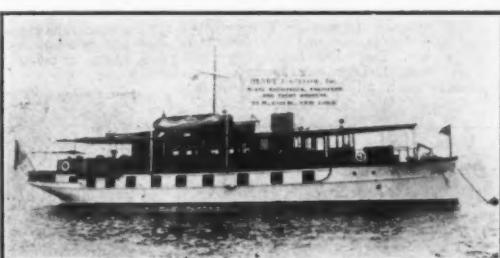


No. 7603—For Sale—Modern 145' x 20' 3" x 7' 6" twin-screw Diesel of this type for immediate purchase. There are two deck houses, forward one contains dining salon, pantry; after deck house has owner's stateroom and large living room. Accommodations below provide two double and two single staterooms, two bathrooms, extra toilet room. Winton motors. Speed, 15 miles. Excellent seagoat, suitable for extensive off-shore cruising. Henry J. Gielow, Inc., 25 West 43rd Street, New York City.

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No. 9825—For Sale—Lawley 68-foot twin screw express power cruiser; speed 20-22 miles; two double staterooms; two toilet rooms; salon with two spring berths; forecastle for crew of three; excellent condition. Price and further particulars consult Henry J. Gielow, Inc., 25 West 43rd Street, New York City.



No. 9425—For Sale—Handsome 84-foot cruising houseboat; large deck house containing dining and living room. Three double, single and maid's stateroom. Three bathrooms, also crew bath; two six cylinder Speedway motors; speed, 12 miles. Furnishing and equipment in excellent condition. Price attractive. Henry J. Gielow, Inc., 25 West 43rd Street, New York.



No. 9901—For Sale—Most complete and up-to-date 55-foot twin screw power cruiser; large comfortable deck house; two double staterooms; bath room and extra toilet room; Speedway motors 12-14 miles per hour. For price and further particulars consult Henry J. Gielow, Inc., 25 West 43rd, New York City.



No. 8372—For Sale—Recently built Lawley 77-foot fast cruiser. Sterling motors; speed 21-23 miles. Excellent accommodations; large deck house containing dining salon and lounge; below are three double staterooms and extra toilet room; in excellent condition and completely found. Further details may be had from Henry J. Gielow, Inc., 25 West 43rd Street, New York City.

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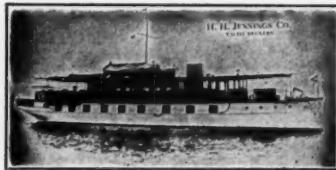
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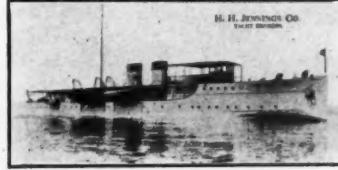
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No. 4565 — 85-foot Mathis Houseboat. Twin screw. Built 1924. Three double and two single staterooms. Large deckhouse containing dining saloon and living room. Pilothouse forward. Three bathrooms. Splendid accommodations for crew. Large galley. Two 100 H.P. Speedway motors. Speed, 12-13 miles. Electric plant. Up-to-date with all modern conveniences.



No. 4516 — Twin Screw Oil Burning High Speed Steam Yacht. 225 ft. long. Steel construction. Two double and four single staterooms. Two deckhouses containing dining saloon and living room. Four toilets and two bathrooms. Speed up to 32 knots. Large cruising radius. Splendid seagoing.



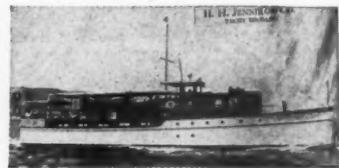
No. 2733 — 67-ft. Twin Screw Power Yacht. New 1926. Two double staterooms. Two berths in saloon. Transom berth in deckhouse. Two toilets and bath. Beautifully finished in mahogany. Good crew's quarters. Two 100 H.P. Sterling Motors. Speed 14-15 miles. Electric plant. All modern conveniences. Splendid proposition.



No. 2604 — 62-foot twin-screw express cruiser. Built by Consolidated Shipbuilding Corporation in 1923. Two sofa berths in main saloon and one in deckhouse. Toilet. Galley. Two berths and toilet for crew. Two 300 H.P. Speedy Motors. Speed up to 30 miles. Electric plant, etc.



No. 2771 — Twin Screw Cruiser. Built of rust-proof, stainless steel. New 1926. Practically non-sinkable and fireproof. 32' 2" long, 9' beam, 2' 10" draft, 6' 4" headroom. Cockpit 12' x 8'. Cabin has two upper and two lower berths. Toilet room and galley. Two 42 H.P. Erd motors. Speed 14 miles. Electric lights, etc. Send for full particulars. Bargain. Act quickly if interested.



No. 2684 — 75-foot Power Yacht, practically new. Two double and two single staterooms. Dining saloon in deckhouse. Two bathrooms. Good crew's quarters. 75-100 H.P. motor. Speed 11 miles. Electric lights, etc. Strictly first-class outfit.



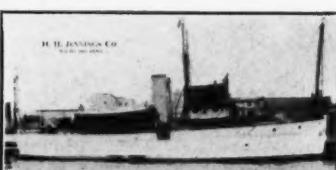
No. 4370 — 115-foot Oil-Burning Steam Yacht. Built by Herreshoff. Two double and one single staterooms. Two berths in main saloon. Bathroom, etc. Good crew's quarters. Steam heat. Electric lights. All modern improvements. Speed 15-18 knots. Splendid proposition.



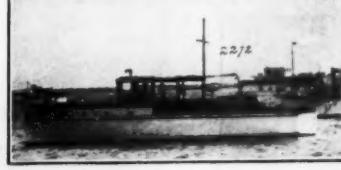
No. 4309 — Steam yacht 100 feet long. Two double staterooms, main saloon with two berths and dining saloon in sunken deckhouse. Two toilet rooms with shower bath. Triple expansion engine. Water tube boiler. Electric light, steam heat, etc. Speed 13 miles. Splendid buy.



No. 4463 — Twin screw houseboat. 70x17x3'4". Three double and two single staterooms. Large deckhouse contains pilot-house, dining and living rooms. Bathrooms. Two 35 H.P. motors. Speed 10-11 miles. Electric plant. Price reasonable. Act quickly.



No. 2791 — Diesel power yacht 61' 6" x 14 1/4" x 5' 3". Built 1924. Strongly constructed. Frames 8" x 11". Planking 1 inch. Long Leaf Pine. Pin. Double stateroom. Four berths in main cabin. Pilothouse, bathroom, etc. 60 H.P. Diesel Motor. Frigidaire ice machine. Arcola hot water heater. Two generators, Delco and Universal. Speed 10 miles.



No. 2272 — 45-foot bridge deck cruiser. Built by Britt Bros. Double stateroom. Three berths in forward cabin. Toilet room and galley. Berth on bridge deck. 65-100 H.P. Scripps motor installed new 1923. Speed 10-12 knots. Separate lighting plant. Power tender. Splendid proposition. In commission. Owner purchased larger yacht.



No. 2242 — 40-ft V.-Bottom Cruiser. Double stateroom. Two transom spring berths in main cabin. Toilet room. 60 H.P. Scripps motor installed new 1924. Speed 12-13 miles. Roomy bridge deck with glass windshield. Fully equipped with cedar and mahogany tender. Electric lights, etc.

Our list comprises all the available yachts for sale and charter. The above are only a few of our offerings. Write us your requirements. Send ten cents for our illustrated catalog.



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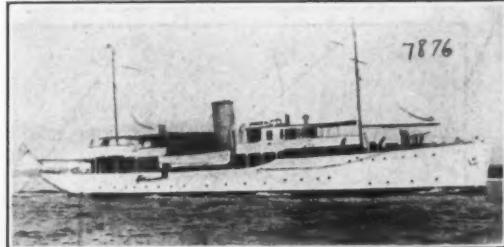
New York City

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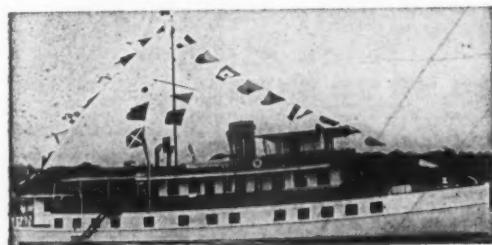
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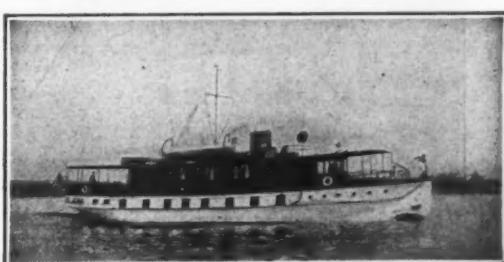
No. 8266—FOR SALE OR CHARTER—Desirable fast cruising motor yacht, 78'x13'x3'3" draft. Has two 200 H.P. Speedway motors. Three staterooms and deck dining saloon.



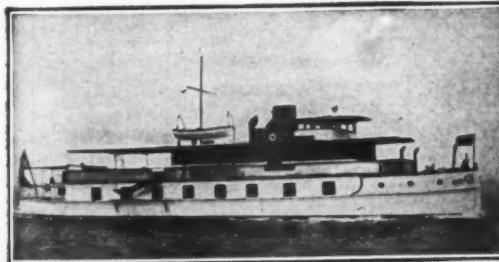
No. 7876—FOR SALE or CHARTER—Diesel off-shore yacht. Built 1922. Has two 350 H.P. Winton Diesel motors. Exceptionally good sea boat, with 10,000-mile cruising radius. Attractive owner's quarters.



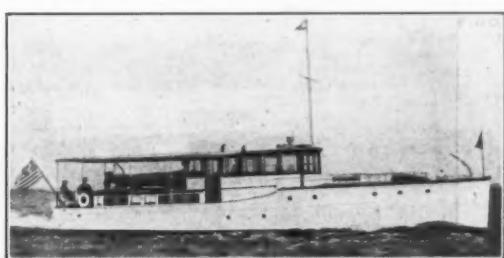
No. 1941—FOR SALE OR CHARTER—Houseboat, 100 feet x 23 feet x 4 feet. Six staterooms, four bathrooms, dining and deck sitting rooms.



No. 1999D—FOR CHARTER—Brand new 93-foot Mathis houseboat; five staterooms, three having two beds each, three bathrooms; large living and dining room on deck. Powered with two 150 H.P. Winton motors.



No. 1965—FOR SALE OR CHARTER—Very desirable 99-foot houseboat, three double staterooms, two single staterooms, three bathrooms, dining saloon and lounging room.



No. 8140—FOR SALE OR CHARTER—Elco 56-footer. Three staterooms, dining saloon and deck saloon. Built 1925. Two 45 H.P. Elco motors. Speed 12 miles.



No. 7634—FOR SALE—At a bargain price. Fast commuter. 61'7" x 10'7" x 3'1/4". Designed and built under our supervision in 1925. Two 300 H.P. Speedway motors. Speed up to 31 miles. In excellent condition. Owner building larger yacht.



No. 7817—FOR SALE—Price attractive. Twin-screw Diesel ocean going yacht at present cruising abroad. Due these waters about May 1st. 120'x20'x6' draft, built 1926. Two 175 H.P. Winton Diesel motors. Cruising speed, 13 miles. Very completely fitted and furnished.



Offer all of the desirable yachts available for sale and charter,
some of which are illustrated above.

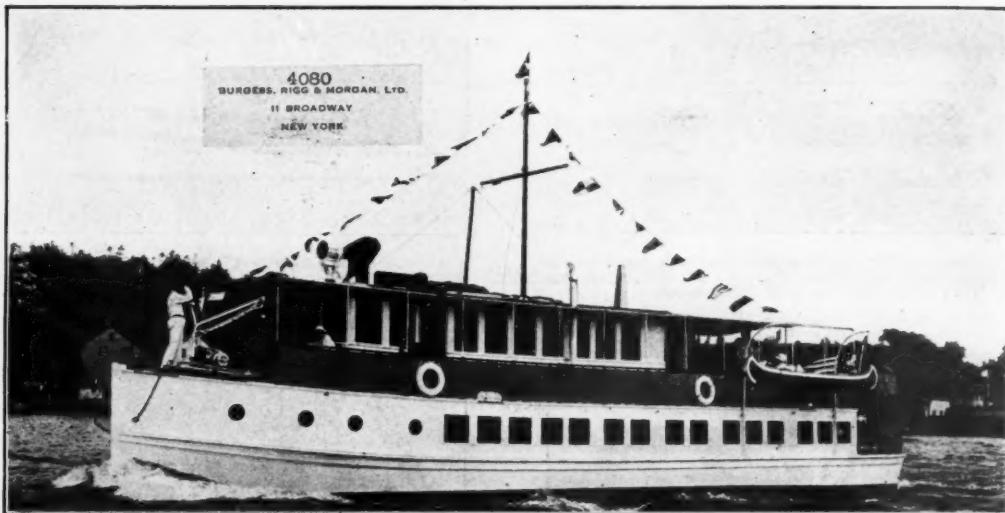


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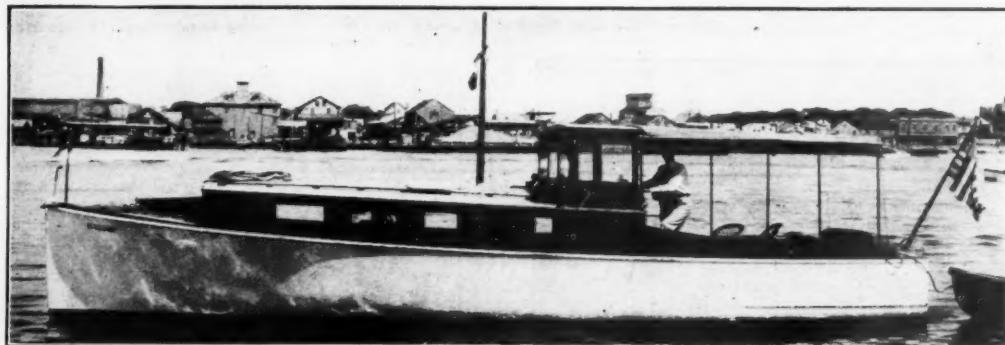
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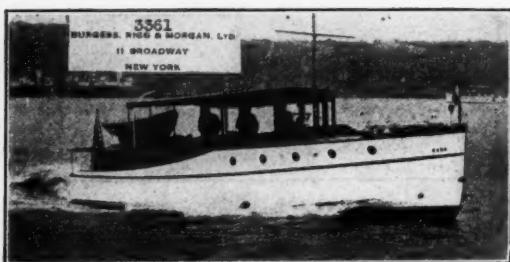
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FOR SALE BY ESTATE—No. 4080—Any reasonable offers considered. Cruising houseboat, 70' x 17' x 3'6" draft. Has two Palmer motors, giving speed of 10 M.P.H. Accommodations include three double and two single staterooms, and forecastle for crew of four. Is equipped with an 18' launch, a canoe, life raft and work boat, and is completely furnished and fitted. Full particulars, price and location from BURGESS, RIGG & MORGAN, Ltd., 11 Broadway, New York City.



FOR SALE—No. 3370—Lawley 38 footer. Splendid boat and very handsome. Would make ideal yacht tender. Has double stateroom and saloon. Large self-bailing cockpit. Powered with 100 H.P. Scripps. Speed 15 M.P.H. Perfect condition. Further particulars from BURGESS, RIGG & MORGAN, Ltd., 11 Broadway, New York City.



FOR SALE—No. 3361—Twin screw Gordon cruiser, built last year and as good as new. Dimensions: 46' x 10'6" x 3'6". Has two 70 H.P. Kermath motors. Speed 15 M.P.H. Is practically new, having only been used six weeks. Located in New York. Further particulars from BURGESS, RIGG & MORGAN, Ltd., 11 Broadway, New York City.



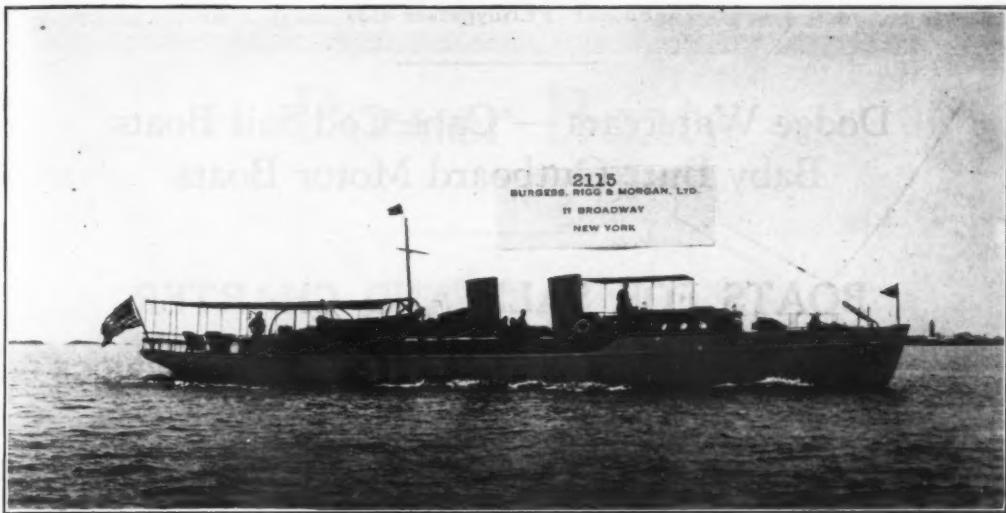
FOR SALE—No. 3353—Bridge deck cruiser 46x11x3-6. Built in 1924. Brand new 150 Peerless motor. Unusually fine layout:—large double stateroom forward with connecting toilet room; double stateroom aft with toilet and bath connecting. Also roomy main cabin. Very fine and complete equipment. For sale at bargain price. Further particulars from BURGESS, RIGG & MORGAN, Ltd., 11 Broadway, N. Y. C.

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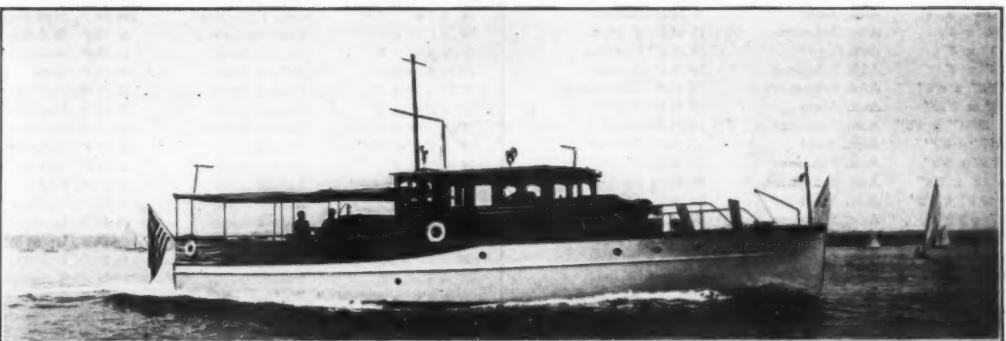
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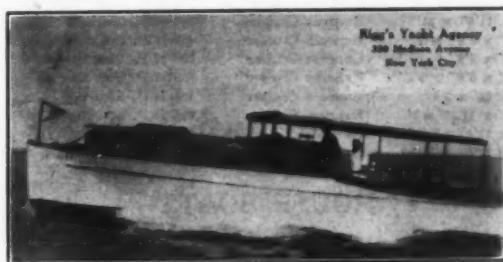
FOR CHARTER—No. 2115—Twin screw power cruiser. One of the finest yachts on the Atlantic Coast. Dimensions: 95' x 14' x 5'3" draft. Has two 175 H.P. Hall-Scott motors giving speed of 16½ M.P.H. Comfortable cruising accommodations for eight in owner's party. Hot and cold water throughout. Bathroom full width of boat. Large dining saloon (seats 10). Will be delivered in commission with crew of six men paid by the owner. Full particulars from BURGESS, RIGG & MORGAN, Ltd., 11 Broadway, New York City.



FOR SALE—No. 3276—Modern efficient power cruiser of popular bridge deck type. One of the handsomest yachts in New York waters. Dimensions: 60' x 13'2" x 4'6" draft. Built by the Matthews Boat Co. in 1919. Accommodations for eight. Two double staterooms, bathroom and three toilets. Can be run with either 2 or 3 men. Full particulars from BURGESS, RIGG & MORGAN, Ltd., 11 Broadway, New York City.



FOR SALE—No. 3256—Twin Screw Bridge Deck Power Cruiser. Dimensions: 72'x15'x3'10" draft. Very able and a splendid sea boat. Owing to her great beam, she has a world of room both on deck and above. Two large double staterooms. Sterling motors, giving speed up to fifteen miles an hour. Further particulars from BURGESS, RIGG & MORGAN, Ltd., 11 Broadway, New York City.



FOR SALE—No. 2068—Hand V-bottom express cruiser, 35'x8'6"x2'6" draft. Built 1921. New Sterling Sea Gull motor last summer. Speed, 22 M.P.H. Four berths in cabin, galley and toilet. One man control. Beautiful condition throughout. Further information from Burgess, Rigg & Morgan, Ltd., 11 Broadway, New York City.

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27' x 9' x 4'2"	Aux. Ketch	7 H.P. Brown
28' x 9'10" x 5'	Aux. Yawl	10 H.P. Palmer
29' x 9' x 1'6"	Aux. Sloop	8 H.P. Liberty
30' x 9' x 2'	AUX. Cat Boat	4 H.P. Palmer
31' x 10'8" x 3'2"	Aux. Ketch	15 H.P. Doman
32' x 11' x 5'	Aux. Ketch	20 H.P. Roberts
32'8" x 12' x 4'6"	Aux. Yawl	16 H.P. Engine
36' x 7'8" x 5'5"	Sloop	(no engine)
36' x 12' x 2'8"	Aux. Ketch	12 H.P. Peerless
37'10" x 11'4" x 3'6"	Aux. Sloop	5 H.P. Evinrude
37' x 12' x 2'9"	Sloop	(no engine)
38' x 10' x 3'6"	Aux. Sloop	16 H.P. Standard
40' x 9'3" x 6'3"	Aux. Sloop	24 H.P. Cadiford
40' x 12'6" x 4'	Aux. Yawl	15 H.P. Scripps
42' x 12' x 4'	Aux. Schooner	15 H.P. Frisbie
43' x 12' x 4'	Aux. Yawl	35 H.P. Peerless
45' x 14' x 4'	Aux. Schooner	10 H.P. Palmer
45' x 13'4" x 4'6"	Aux. Schooner	14 H.P. Hill Diesel
45' x 15' x 3'10"	Aux. Sloop	30 H.P. Vulcan
48'8" x 12'11" x 4'9"	Aux. Schooner	50 H.P. Gaeth
49' x 12'4" x 6'2"	Aux. Yawl	7 H.P. Palmer
51' x 14'3" x 5'6"	Aux. Schooner	25 H.P. Scripps
52'3" x 12' x 3'4"	Aux. Schooner	40 H.P. Scripps
54'9" x 12'6" x 6'6"	Aux. Yawl	35 H.P. Sterling
54' x 15' x 8'9"	Aux. Schooner	28 H.P. Van Blerck
56' x 15' x 4'10"	Aux. Ketch	60 H.P. Holmes
63' x 15'6" x 4'	Aux. Ketch	40 H.P. Scripps
72' x 14'8" x 9'9"	Aux. Schooner	25 H.P. Scripps
77' x 17'6" x 6'	Aux. Schooner	65 H.P. Standard
50' x 14' x 3'3"	Aux. Schooner	40 H.P. Stearns

EXPRESS CRUISERS

38' x 9' x 3'	Express Cruiser	150 H.P. Van Blerck
39' x 9' x 2'6"	Express Cruiser	225 H.P. Sterling Dolphin
42'10" x 10' x 2'9"	Express Cruiser	200 H.P. Hall Scott (2)
45' x 11'6" x 42"	Express Cruiser	300 H.P. Sterling (2)
45'6" x 9'9" x 3'	Express Cruiser	450 H.P. Johnson Globe
46'6" x 9'6" x 3'2"	Express Cruiser	200 H.P. Van Blerck
50'6" x 8'6" x 3'2"	Express Cruiser	185 H.P. Van Blerck
58' x 12' x 3'6"	Express Cruiser	140 H.P. Stearns
62'4" x 11'3" x 3'	Express Cruiser	225 H.P. Sterling (2)
66' x 11'4" x 3'2"	Herreshoff Exp. C.	290 H.P. Sterling (2)
66' x 11'6" x 3'	Herreshoff Exp. C.	200 H.P. Van Blerck (2)

HOUSE BOATS

45' x 13'5" x 3'	Mathis H.B. (D.H.)	45 H.P. Scripps
45' x 13'5" x 3'	Mathis H.B.	60 H.P. Standard
50' x 14'8" x 3'3"	House Boat	128 H.P. Sterling
50' x 14'3" x 3'	House Boat	97 H.P. Sterling
63' x 16' x 3'	House Boat	50 H.P. 20th Century (2)
70' x 17' x 3'	House Boat	35 H.P. Palmer
71'6" x 16'5" x 3'8"	House Boat	90 H.P. Standard
80' x 18' x 3'6"	House Boat	65 H.P. Lathrop (2)

RAISED DECK AND BRIDGE DECK CRUISERS

25'10" x 8'3" x 2'6"	Sea Skiff	20 H.P. Kermath
25' x 6' x 2'	Sea Skiff	60 H.P. Scripps
26'10" x 8' x 3'3"	Raised Deck	24 H.P. Redwing
26' x 7'6" x 2'6"	Raised Deck	25 H.P. Kermath
28' x 9' x 3'	Raised Deck	12 H.P. Relaca
28'10" x 8'6" x 3'	Raised Deck	15 H.P. Scripps
28' x 7'2" x 2'6"	Raised Deck	20 H.P. Continental
31'4" x 8'6" x 2'6"	Raised Deck	25 H.P. Locomobile
31' x 8'6" x 3'	Raised Deck	25 H.P. Keystone
31'10" x 9'8" x 3'	Raised Deck	24 H.P. Palmer
33' x 8' x 2'6"	Raised Deck	40 H.P. Fay & Bowen
34' x 8'6" x 2'9"	Con. Play Boat	280 H.P. Hall Scott
34' x 8'8" x 2'9"	Elco Cruisettes	42 H.P. W.S.M. (2)
35' x 8'6" x 3'	Raised Deck	14 H.P. Harris
35' x 8' x 2'8"	Raised Deck	40 H.P. Gray
35'2" x 9' x 3'	Raised Deck	30 H.P. Peerless
35' x 9'4" x 3'	Raised Deck	50 H.P. Fay & Bowen
36'6" x 9' x 3'	Raised Deck	25 H.P. Serling
36' x 8'6" x 2'6"	Raised Deck	24 H.P. Redwing
36' x 9' x 3'	Raised Deck	40 H.P. Serling
36'7" x 10' x 3'6"	Raised Deck	40 H.P. Fay & Bowen
38' x 9'6" x 3'	Raised Deck	38 H.P. Lathrop
38' x 9' x 3'	Raised Deck	40 H.P. Doman
39' x 7'10" x 3'	Bridge Deck	60 H.P. Buffalo
40' x 11' x 36"	Enc. Bridge Deck	42 H.P. Frisbie
40' x 9' x 3'6"	Raised Deck	20 H.P. Kermath (2)
40' x 9'6" x 2'8"	Raised Deck	150 H.P. Speedway
40' x 10' x 2'6"	Bridge Deck	70 H.P. Kermath
40' x 10' x 3'	Raised Deck	60 H.P. Buffalo
40' x 10' x 2'10"	Bridge Deck	60 H.P. Scripps
40' x 10' x 2'10"	Bridge Deck	70 H.P. Scripps
41'5" x 9'10" x 3'	Elco Cruiser	42 H.P. Elco Marine
43' x 9' x 3'6"	Bridge Deck	150 H.P. Speedway
43' x 11' x 2'9"	Bridge Deck	80 H.P. Buffalo
44' x 11' x 3'6"	Bridge Deck	70 H.P. Hall Scott
45' x 10'6" x 3'4"	Elco Cruiser	42 H.P. W.S.M.
49'11" x 11' x 3'	Bridge Deck	150 H.P. Speedway
50' x 12' x 3'6"	Bridge Deck	37 H.P. Standard
50' x 11'6" x 3'	Bridge Deck	70 H.P. Maybach (2)
51' x 10'2" x 4'3"	Bridge Deck	150 H.P. Speedway
53' x 10'6" x 4'	Bridge Deck	40 H.P. Lathrop
52' x 11'7" x 4'0"	Com. Bridge Deck	150 H.P. Speedway
54' x 11'2" x 3'2"	Bridge Deck	50 H.P. 20th Century
54' x 13' x 3'	Elco Bridge Deck	42 H.P. Elco Marine (2)
60'5" x 12'7" x 3'6"	Bridge Deck	150 H.P. Speedways (2)
60'3" x 11'6" x 3'9"	Bridge Deck	60 H.P. Scripps
61' x 13'6" x 5'	Matthews B.D.	85 H.P. Winton
65' x 13'2" x 3'6"	Bridge Deck	150 H.P. Speedway
68' x 15'4" x 4'	Bridge Deck	65 H.P. Mianus (2)
71'8" x 15' x 4'	Bridge Deck	94 H.P. Sterlings (2)
83' x 11'10" x 4'8"	Herreshoff B.D.	180 H.P. Speedways (2)
12' x 14'6" x 3'	Bridge Deck	115 H.P. Speedways (2)
83'9" x 14' x 4'	Bridge Deck	75 H.P. 20th Century (2)

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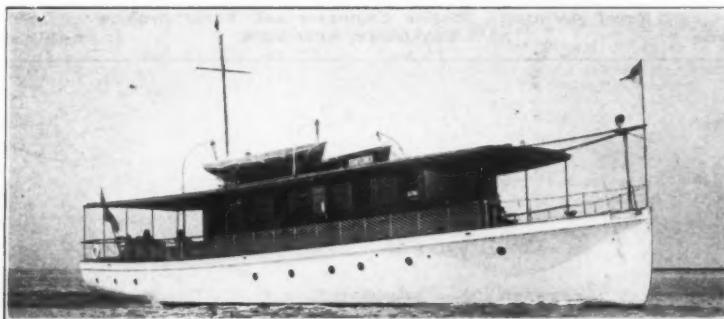
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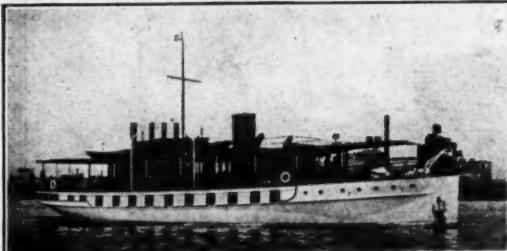
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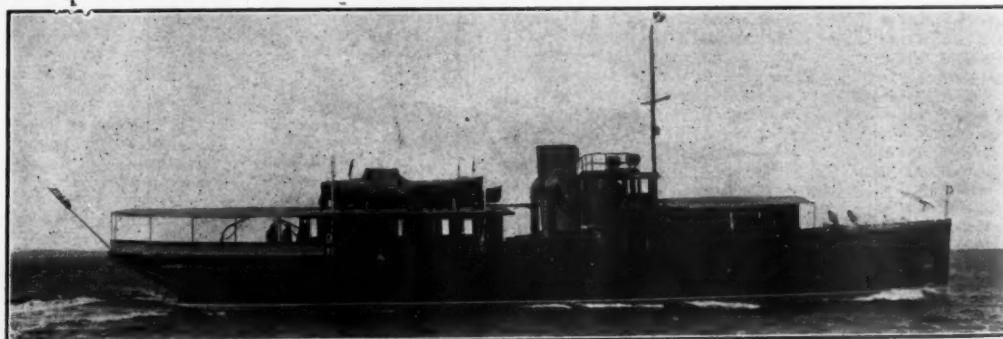
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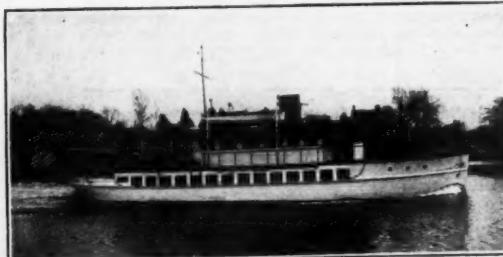
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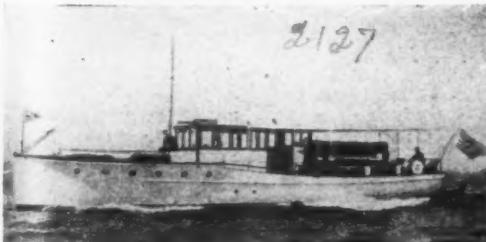
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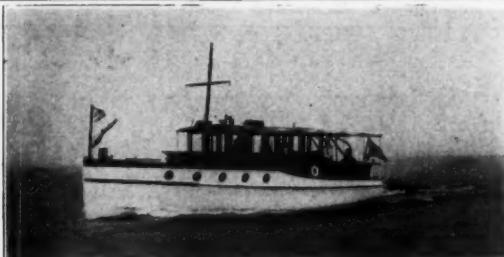
No. 2127—*FOR SALE*—54' Twin-Screw Elco Cruiser. Speed 12-14 miles. 1 double stateroom and saloon. Enclosed deck house. Has had excellent care and offered at a most attractive price.



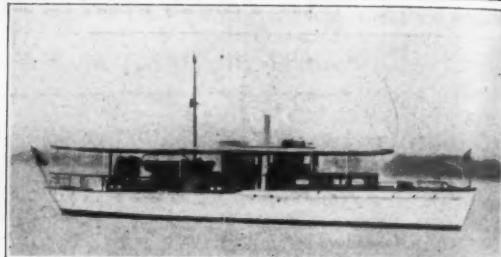
No. 1969—80' Twin-screw houseboat, for sale or charter. Built 1925. Has 5 staterooms, 3 baths, deck-dining saloon. Heavily constructed and very comfortable accommodations.

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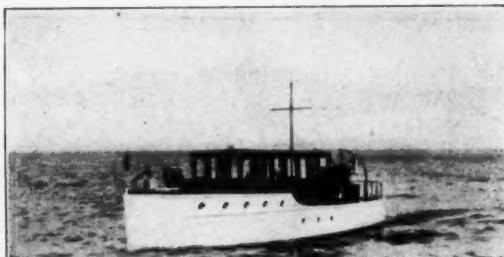
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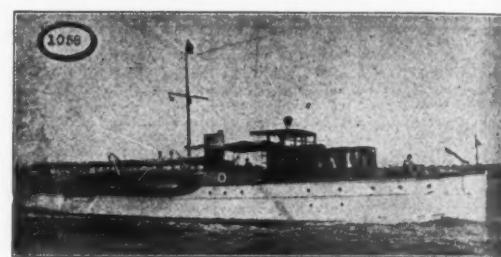
No. 1138. For Sale—50 ft. x 14 ft. beam deckhouse cruiser with Diesel engine. Heavily constructed, recent build. Excellent value. Further particulars from Henry C. Grebe & Co., Inc., 400 N. Michigan Avenue, Chicago, Ill.



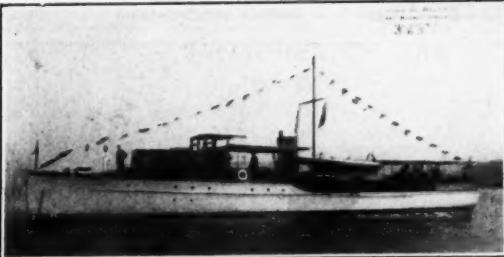
No. 52—Unusual bargain. 60 ft. x 13 ft. beam seaworthy cruiser. Completely reconditioned. Almost new six cylinder Standard engine. Owner building larger yacht. Price reasonable for quick sale. Henry C. Grebe & Co., Inc., 400 N. Michigan Ave., Chicago.



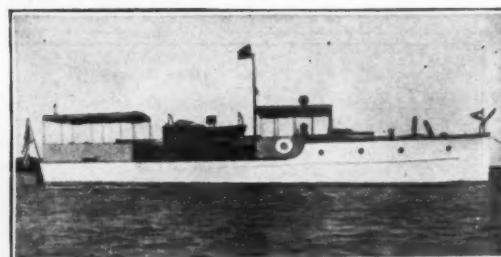
No. 1135—52' 8" x 12' 6" x 3' 1" twin screw deckhouse cruiser. Built 1925. One double stateroom with shower bath, 4 berths in dining saloon, 2 toilets. Scipps motors. Deico light plant, water pressure system and ice plant. Complete details from Henry C. Grebe & Co., Inc., 400 North Michigan Ave., Chicago, Illinois.



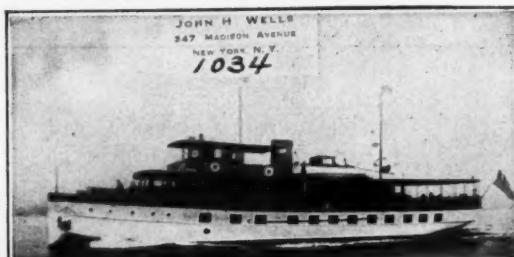
No. 1058—FOR SALE—Desirable twin-screw new 1921. 92' x 15' x 5'. Powered with two 30-110 H.P. 6-cylinder Winton motors. Large deck dining saloon. Very commodious. One double and single guest stateroom. Very attractively finished and equipped. Further particulars.

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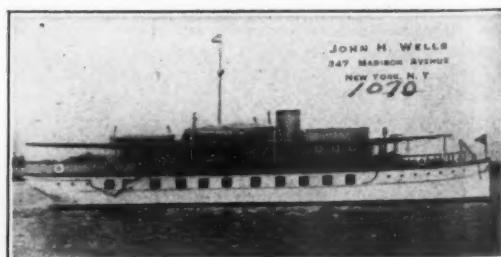
No. 365—FOR SALE OR CHARTER—Cruising power yacht, 93 ft. by 15 ft. by 4 ft. 6 in. Powered with two 6-cylinder Wintons, 80 h.p. each. Installed 1921. In perfect condition. Speed 12-14 miles per hour. Owner's accommodations two double and one single staterooms, 1 bath, 2 toilets. Lounging room below deck, dining saloon and galley in deckhouse. Everything about boat in perfect condition. Further particulars—John H. Wells, Inc., 11 East 44th St., N. Y. C.



No. 692—FOR SALE—Modern twin screw express cruiser. Built 1924. 56 ft. overall. 11 ft. Beam. 3 ft. 3 in. draft. Powered with 2 Sterling Dolphins. Speed on trials 33 M.P.H. Double stateroom and bath. Dining saloon and grille. Perfect condition. Further particulars, John H. Wells, Inc., 11 East 44th St., New York City.



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Commuting Boats on
Long Island Sound

SEA SCAMP is an exceptional craft and one of the finest and fastest commuters in service. It is offered at a price far below its original cost. The principal dimensions are: Length, 42' 4"; Beam, 10' 1"; Draft, 2' 6". While designed particularly for commuting and day cruising, Sea Scamp has every convenience for overnight accommodations and can be used for extended cruises. It sleeps four, has fully equipped galley, lavatory and Homelite generating plant. The power plant consists of two new type Sterling Dolphins, 225 H.P. each, installed August, 1926, and run less than 25 hours on account of owner being in Europe. Speed with old power plant was 35 miles an hour, and while the new engines are not yet thoroughly run in they indicate a maximum speed in excess of 35 miles an hour.

The following is Sea Scamp's running time between Greenwich, Conn., and other points.

Greenwich to New London, less than 3 hours.

Greenwich to Albany, N. Y., 6½ hours.

Greenwich to Southampton, L. I., 3 hours, 15 minutes.

This boat has always been in the hands of an able captain and is in A-No. 1 condition. Can be inspected in commission at Greenwich, Conn. Reason for selling, owner is buying a larger boat. This boat will be delivered in commission May 1, 1927.

For further particulars address owner in care of

J. G. Mahony, 20th Floor, 292 Madison Avenue, New York City

Naval Architects
Engineers
Yacht Brokers

ELDREDGE-McINNIS, Inc.

Telephone
Richmond
3890

160 STATE STREET BOSTON, MASS.

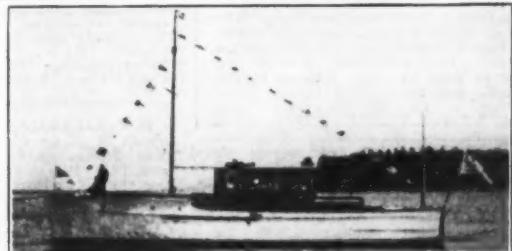
Designers of Power and Sail Yachts, with an exceptional knowledge of Yacht Engineering and Practical Construction, in both wood and steel, which gives added value to our services and a result not always attainable.

ALBERT E. ELDREDGE { Formerly General Managers and Chief Naval Architects } WALTER J. McINNIS
for George Lawley & Son Corporation, Neponset, Mass. }

We are thoroughly familiar with the yachts listed in this advertisement For Sale and recommend them.



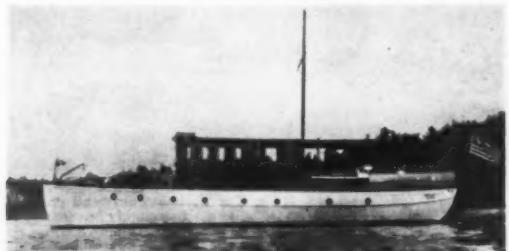
FOR SALE—Lawley-built fast express cruiser. New 1923. Speed on trial trip 23 miles. 77' overall, 12'6" beam, 4'6" draft, two 500 H.P. Sterling Viking engines in A-1 shape. Double planked. Outside joiner work in mahogany, inside mahogany and white. Saloon and smoking room on deck. Below deck in owner's quarters 2 large double staterooms, 2 toilets and bath. One of the very few fast and seaworthy yachts available. Equipment most complete. Apply Eldredge-McInnis, Inc.



FOR SALE—Off Shore Cruiser designed by Walter J. McInnis. Built by Nock 1924. 59'10" over all, 13' beam, 4' draft, 6 cylinder Sterling motor—speed 12 miles, generator set—electric lights, hot water heat, sails for steadyng—equipment complete. Appointments of the very best. Eldredge-McInnis, Inc., 160 State St., Boston, Mass.



FOR SALE—Raised deck cruiser. 44'6" overall, 9'6" beam, 3' draft. Built in 1921. Sterling engine in good condition. Boat in A-1 shape. Looks like new. Cabin equipment complete. Apply Eldredge-McInnis, Inc.



FOR SALE—Power cruiser. 55' overall, 47' waterline, 11'10" beam, 5'10" depth, 5'6" draft. Boat in excellent condition. Sleeping accommodations for eight. Delco generator set with lead batteries new 1926. Very able, heavy boat. Suitable for extended cruising. Hull recently inspected. Apply Eldredge-McInnis, Inc.

THE MOTOR BOATING MARKET PLACE

The rate for "For Sale" and "Want" advertisements is 8 cents per word, minimum \$2.00. If an illustration is used, the charge is as follows, which includes the making of the cut:

Cut one inch deep, two inches wide.....	89
Cut 1½ inches deep, three inches wide.....	112
Cut 2½ inches deep, four inches wide.....	125
Cut 3½ inches deep, six inches wide.....	138

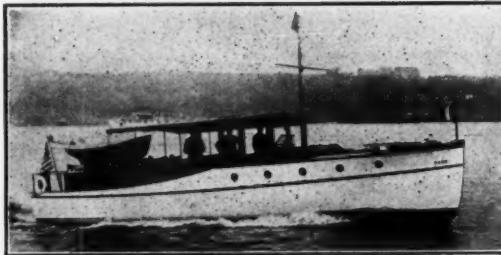
Classified advertisements set entirely in small light face type. No extra charge for capitals. Bold face type used at display rates, \$13 per inch, single column.

New advertisements can be accepted up to twelfth of month for following issues.

Opportunities
for the
Motor Boatman

Before you buy or before you sell examine the exceptional buying and selling opportunities under this heading. They comprise the best offers of the month. Please mention MoToR BoatinG.

MoToR BoatinG, 119 West 40th St., New York



FOR SALE

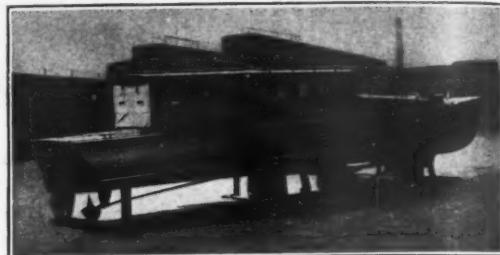
Particularly attractive fast twin-screw, deep sea cruising power yacht. Dimensions, 46' x 10'6" x 3'6"; powered with two 6-cylinder, 65 h.p. Kermath motors, with self-starter, dual ignition, giving boat a speed of 15 m.p.h.

This boat was a special job, delivered in the spring of 1926, has only been used one season, and therefore just broken in and so in many respects is better than a new boat.

She is one of the famous Gordon Bridge Deck Cruisers, which are well known for their exceptional seaworthiness, strength of construction, ease of handling, and exceptional living accommodations.

This yacht is completely equipped in every respect, and is in absolutely perfect condition. Sleeps eight people on spring berths, has separate stateroom for captain. Three toilets, separate electric lighting outfit, electric pump, exceptional galley arrangement, completely screened, compensated Kelvin & White compass, cedar tender, with outboard motor, etc., etc.

This boat cost owner, with all improvements, approximately \$21,000. If sold at once boat can be had for \$16,750. This is an exceptional opportunity for any one looking for a REAL boat of proven merit. Inspectable near New York City. For further particulars apply to L. A. Van Bommel, 524 W. 57th St., New York City. Phone Columbus 8400.



FOR SALE—45' Elco Sedan Runabout, with cruising accommodations for four, Liberty Engine. Will sacrifice. Belle Isle Boat and Engine Company, 9662 E. Jefferson Avenue, Detroit, Michigan.

If You Want to Sell

Your Boat or Engine Quickly
Use MoToR BoatinG's Market Place

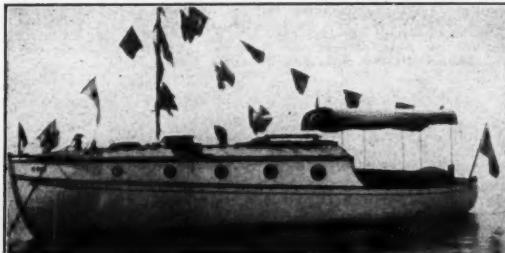
Classified columns for June issue close May 10th.

Mail copy for your advertisement today.

WANTED

50-60-foot twin-screw Cruiser in first-class condition. Want to exchange plantation as part payment. 3-room bungalow with all improvements, caretaker's house and room for one servant. Small shop and barn. 2,500 feet of river frontage, wonderful trees. Situated on John's Island, South Carolina, four miles from Charleston by water and seventeen miles by auto. Address MoToR BoatinG, Box 22.

FOR SALE—45x11 bridge deck cruiser. Regal motor. Sleeps six on spring berths. Fully equipped for immediate cruising. Stateroom aft. A-1 condition. Go anywhere. 200 gal. gas, 90 gal. water. Herbert Rose, 1923 North Capitol St., Washington, D. C.



LAWLEY CRUISER, 32' 11" x 9' x 3', built for small cruiser class Bermuda races 1921. Like new, thoroughly overhauled inside and out, including engine. Ready to sail without additional dollar expense. White oak frame, cedar planking, copper fastened. Heavy duty motor, generator, Bosch double ignition. Installed last summer. Electric lights, electric horn, radio, running water, wicker chairs, ships bell clock, folding lavatory, toilet, dinghy, large mahogany cockpit. Fully equipped. Private stateroom. Cruising speed, 10-11 miles. Wonderful Sea Boat. Owner buying larger boat. Price attractive. Dr. Wm. Graf, 2 Columbus Circle, N. Y. C., or 20 Norman Avenue, East Norwalk, Conn. Boat can be inspected at Norwalk, Conn.

WANTED—Employment by experienced hand. Familiar with boats and engines; capable of taking charge. Familiar with Long Island Sound, Narragansett and Buzzards Bay. Address Box 20, MoToR BoatinG.

FOR SALE—Beautiful mahogany, Albany built runabout, 30 ft. long, 6 ft. 4 in. beam, powered with 6 cyl. 145 H.P. Sterling, speed 35 m.p.h. Excellent condition. \$1,500. Full information and inspection at Albany Boat Corp., Watervliet, N. Y.

FOR SALE
Twin-screw, 33' Sea Sled Runabout
Powered with Two Hall-Scott LM6, 200
H.P. Engines
Engines and Hull in Good Condition
A Bargain at \$6,500
Box 30, c/o MoToR BoatinG



FOR SALE—THIS FIFTY-FOOT U. S. NAVY STEAMBOAT TO QUICKE BUYER. Fifty-foot Navy Launch Steamer, with installed 200 H.P. Triple Expansion Engine, U. S. Navy Oil Burning Watertube Boiler tested to 300 lb. pressure. Hull Copper Sheathed. Everything guaranteed, ready to go to sea. Dimensions of hull, 50' long, 11' beam, 5' draft. Engine 400 R.P.M. Cost Navy Department \$42,000.00 to build. Price, \$6,000.00 f.o.b. New York. Can ship via rail or steamer to any part of the country. This boat can readily be converted to Diesel or gasoline launch. As it stands it will make wonderful fishing boat, towing boat, party boat, for rivers, lake or ocean. If interested wire. Willing to make terms to responsible party. ELMER MURRAY, 1949 East 22nd Street, Brooklyn, N. Y.

TO LEASE

A Wonderful Opportunity for Boat Building, Engine, Storage and Repairs

LOCATION

Bristol, Pa., on the Delaware River

21 Miles from Philadelphia -:- 10 Miles from Trenton

800 Feet Heavy Bulkhead -:- 20 Feet Depth Low Water

Pennsylvania Railroad Siding on Property

One Building—63 feet by 212 feet, 45 feet high. Has Iron Work
for Crane.

One Building—85 feet by 200 feet, 12 feet high.
Together with 8 or 10 Acres of Land.

Your Own Broker or

F. G. BURKE, 424 West 38th Street, New York

ELCO 34' CRUISETTE

Two seasons old; run less than 1,000 miles; full equipment, with many extras, including compass, searchlight, chairs, special awning, mirrors, etc. Perfect condition; in commission, \$3,700.00.

BRUNS KIMBALL & CO., INC.
50 West 17th St., New York City

FOR SALE—1 Unused Standard Gasoline Engine—6 Cylinder 125-150 H. P. 8½-Inch Bore by 11-Inch Stroke N Type. Builders' rating 115 Actual Brake Horse at 350 R.P.M. and 150 Actual Brake Horse at 400 R.P.M. Address Box 26, MoToR BoatinG, 119 W. 40th St., N.Y.C.

38-FT. TRUNK CABIN CRUISER, white-cedar Hull, six years old. New 25-40 Loew-Knight engine. Price \$2,100.00. Dr. R. Lee Robinson, Newport News, Va.

FOR SALE—50-50 Aux. Ketch rigged cruiser with full headroom. 31' O.A. x 10'9" x 3'2". Four comfortable berths, galley, toilet, Doman engine, 18 H.P., kicks her along at 8 knots. A real able off-shore power cruiser. Apply Box 28, MoToR BoatinG.

FOR SALE—Cabin Cruiser "VIKING," 35 x 8'6 x 3'. Palmer Engine. N. R. 4 Cylinder. Speed 11 miles. Sleep 2-3. Large Cockpit. Can be seen Raritan Yacht Club, Perth Amboy, N. J., or write or phone Karl Mathiasen, 149 Broadway, New York City.

RAISED DECK CRUISER—28'x8'x2". New 1923 Breman 4x5 motor. Electric cabin and running lights. Spring berths, toilet, good galley, refrigerator. Permanent top, glass enclosed forward, rain tight curtains for cockpit. Flat bottom dinghy. Boat located at Erie, Pa. Price, \$1,200. Dr. M. L. Smith, Titusville, Pa.

Pair 200 H.P. Speedways, 8 cylinder completely equipped, perfect condition. Bargain.
BRUNS KIMBALL & COMPANY, INC.
50 West 17th St., New York City



FOR SALE—This attractive 32x9x3 double cabin cruiser. Strongly built of best materials in 1922. Finely equipped to make comfortable cruising for 4 people. Peerless engine, 35 H.P. Price \$4,000. Boat has had best of care and is in first-class condition throughout. E. S. Pass, 91 John St. S., Hamilton, Ontario, Canada.

YOUNG MAN (Scandinavian), military training, wishes position running motor launch; chauffeur; training and riding horses, etc. A. Stevens, 49 Tompkins Place, Brooklyn, N. Y.

STERLINGS

6 cylinder Dolphin Special 290 H.P. high speed.
6 cylinder Dolphin 225 H.P. high speed.
4 cylinder Dolphin 150 H.P. high speed.
6 cylinder Sea Gull 150 H.P. high speed.
6 cylinder Model FM (pair) 125 H.P. medium duty.

All completely rebuilt and guaranteed, all equipped with starter and generator—wonderful condition at remarkably lowprices.

BRUNS KIMBALL & COMPANY, INC.
50 West 17th St., New York City

FOR SALE—Motor cruiser 32'x9'2". Draft about 3'. Extra fine construction and finish. White pine decks. Cabin trunks, coamings and interior trim mahogany. Toilet room and galley forward, bridge deck amidships, cabin with four built-in spring berths aft. New Lathrop motor, 4 cycle, 3 cylinders. 21 H.P. with starter and generator installed October, 1926, not yet been operated. Electric lights, brass fittings. Cedar and mahogany tender. Box 12, care MoToR BoatinG, 119 West 40th Street, New York.

REBUILT ENGINES

Do you intend repowering your boat this spring? We can save you from 30 to 70% of the cost of a new machine. Our guaranteed rebuilt marine motors are sold on one condition—they must make good or we will. Don't wait too long. Buy now while our stock is still complete. All sizes, types and makes. We'll store your purchase free until spring.

MAIN OFFICE:
50-52-54 West 17th St., New York City

BRUNS KIMBALL & CO., Inc.

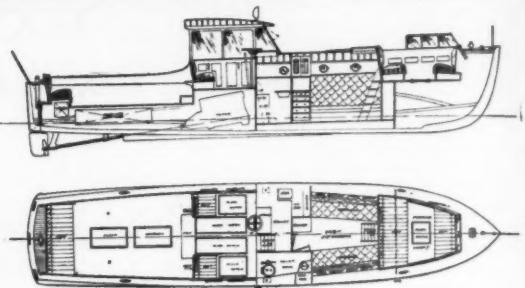
BRANCH OFFICE:
102 South 4th St., Philadelphia, Pa.

A "New" Runabout at a Used Boat Price



Hacker Designed—Custom Built

THIS handsome 22½ foot runabout, designed by Hacker and built last June, may be considered a new boat, being run less than 60 hours. It is really just broken-in for intensive and continuous use. Being given exceptional care and attention by owner the boat is in A-1 condition and has every appearance of newness. The hull is planked with 5/8" mahogany and steam bent ribs are used between station members. Salt-water equipped throughout. The power plant is a Scripps 125 H.P. F-6, Junior Gold Cup Model, same motor as used in famous racing boats. Speed 30 miles per hour. This is a rare opportunity to buy a high class custom built runabout, practically new, at a used boat price. May be inspected about June 10th at Ephraim, Wisconsin. For further particulars address owner: Thomas K. Cooper, 214 Wainwright Building, St. Louis, Mo.



Opportunity to secure a modern double-planked mahogany hull and finish Express Commuter

OWNER now has larger boat under construction, therefore desires to dispose of boat promptly. Length over-all 45' 6", beam 9' 9", draft 3' 4". Motor located under enclosed bridge deck. Controlled from steering wheel. Liberty Motor installation. Speed up to 30 miles per hour. Complete particulars on request. Apply your own broker or

CONSOLIDATED SHIPBUILDING CORP.
MORRIS HEIGHTS
NEW YORK

300 H.P. Fiat-Gar Wood conversion—starter, generator, etc., in good condition. Cheap.

BRUNS KIMBALL & COMPANY, INC.,
50 West 17th St., New York City

FOR SALE—A beautiful summer home located on the Bay of Quinte, Prince Edward County, Ontario. Solid stone, nine rooms. Could not build it for twenty thousand dollars. Good bass fishing one hundred feet from front door. Good view over the bay. Fifty acres and fair outbuildings. Price for quick sale ten thousand dollars. Terms arranged to suit. Also six furnished cottages in Lake Muskoka, cheap. S. A. Conklin, R. R. No. 2, Picton, Ontario.

45-50 Palmer 4 cylinder 7½ x 10, heavy duty, 2 years old, perfect shape. Bargain.

BRUNS KIMBALL & COMPANY, INC.,
50 West 17th St., New York City

FOR SALE—SEA SLED—26 x 6, double planked (special built) mahogany sedan "KITTEEN". Double cockpit. Seats 10 people. Two 75 h.p. motors, electric starters and lights. Full equipment. Built 1924; motors rebuilt July, 1926. Boat is like new. Built at cost of \$11,000.00. Will sell for best offer before May 15. Now in storage at Greenport Basin & Construction Co., Greenport, N. Y. Brokers protected. J. J. Scannell, 136 Washington St., Paterson, N. J.

FOR SALE

33-Ft. teak, copper fastened, twin-screw. Two Speedway engines. Good condition. Price, \$2,000, if sold at once. Now at Consolidated Shipbuilding Corporation, George Marcrander, 30 East 42nd Street.

FOR SALE—Hundred foot lot on Manhasset Bay in the new Cari G. Fisher Development, Bayview Colony, Port Washington, Long Island. All improvements completed, including dock and floats, enclosed swimming pool, tennis courts, etc. Boat or yacht can be moored in the best of anchorages 500 feet from lot. Four yacht clubs in immediate vicinity: thirty-five minutes by electric train to Pennsylvania Station, New York City. Would make excellent site for summer or all year home for yachtsman. Address Box 15 Care MoToR BoatinG.

FOR SALE—38 foot raised deck cruiser—two years old—fully equipped, very high class boat, can be seen at Abram's Ship Yard, Huntington, Long Island. Inquire Box 21, Huntington, Long Island.

90-100 Sterling Model FS4 high speed—starter and generator reverse gear etc., used very little—make offer.

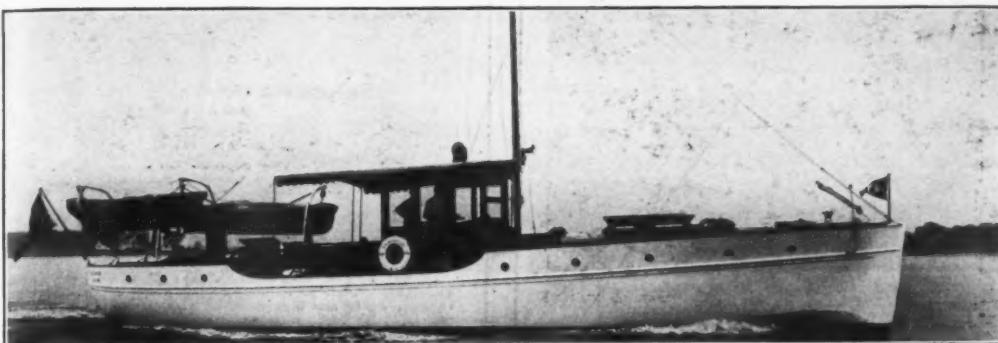
BRUNS KIMBALL & COMPANY, INC.,
50 West 17th St., New York City

RAISED-DECK CRUISER—35' x 8' 6" x 3' 6". Excellent condition. Sleeps four. Two cabins, with cushioned seats and backs, forward of cockpit. Large refrigerator in galley. Palmer, 4 cylinder, 4 cycle 25 H.P. Medium heavy duty engine, almost new. Electric lights. Equipment complete. Apply Zwirlein's Garage, Smalls Place, Port Washington, L. I., where it may be seen.

WANTED—Small Cruiser, accommodations for two, give full particulars and photo. Box 21, MoToR BoatinG.

We have to offer a number of decided bargains in engines, as well as boats and equipment. Please state your requirements. A. M. Deering, 1642 Monadnock Bldg., Chicago.

Advertising Index will be found on page 220



SEAFARER

This very able boat was designed and built by George Lawley & Sons Corporation in 1918 and successfully combines comfort and sea-worthiness.

Seafarer is 58' 6" long with a comfortable beam of 12' and a draft of 3' 9" which not only has enabled her to navigate Florida waters but is also sufficient to stay off shore at your will. Her mast is stepped in the keelson and she carries auxiliary sails; foresail and stay sail for offshore steadyng. She sleeps six comfortably, besides the crew. Her owner's stateroom has a private toilet room adjoining. She is double planked, copper fastened. Awnings new 1926, deck canvas's new 1926. All hatch covers new 1926. Murray & Tregurtha medium duty 6 cyl. 6 1/4 x 8 1/2 completely rebuilt new oversize pistons, new bearings 1926, new German Bosch magneto just installed. Complete deck control 32 volt standard socket Delco lighting plant; new mahogany semi-deck house built by Nevins, 1925. New benches and covers, 1925, built by Lawley. Propane gas stove. Imported English chintz coverings. Wicker deck chairs. Completely furnished and completely equipped. Entire boat is in wonderful, first-class condition and she is offered at \$17,200.00. Reason for selling, owner has purchased larger boat. After launching, new owner will be ready for first cruise, as nothing has to be done to put boat in condition. Mahogany and cedar power launch with reverse gear and mahogany and cedar tender, both with covers. This boat will be gladly shown to any really interested parties and is at Nevins Boat Yard, City Island. Boat has always been in charge of a good captain. Henry J. Gielow, Inc., 25 W. 43rd St., New York City. Tel. Murray Hill 9134.

UNIVERSAL REBUILT MOTORS

These motors are completely rebuilt and guaranteed like new:
Model C-3 9-12 H.P. Atwater Kent ignition, \$165.00.
Model C-3 9-12 H.P. two unit electric starter, \$265.00.
Model C-2 Flexifour 10-15 H.P. Atwater Kent ignition, \$195.00.
Model C-3 Flexifour 10-15 H.P. Bosch magneto ignition, \$225.00.
Model C-3 9-12 H.P. magneto ignition, \$125.00.

UNIVERSAL MOTOR CO.

200 Cape Street, Oshkosh, Wis.

A 50-foot cabin launch of unusual quality as to material, seaworthiness, room and arrangement. A boat for any man that KNOWS. \$3,500.00. One 24-foot Navy motor sailer. Motor, reverse gear and propeller. \$350.00. P. L. Johnson, Foot of Leadenhall St., Baltimore, Md.

Seal Sled, 25-footer, Hispano Suiza Converted motor. Outfit in perfect condition. Will sell hull without motor. D. B. Roberts, Box 1341, Hartford, Conn.

FOR SALE "ALJO" BARGAIN

30-foot cabin sea-skiff fully equipped, many extras, powered with a 290 dolphinian sterlin, completely overhauled by factory last spring. Speed 33 miles per hour. Can be seen at Lewis's Boat Yard, Atlantic Ave., Long Branch, N. J. For information phone Owner, Barclay 9805, N. Y.

FOR SALE, reasonable, 28-ft. runabout Hutchinson, built Thousand Islands, fully equipped with wind-shield automobile control, 35 H.P. sterlin motor, speed 22 miles. Inquire Lewis Yard, Atlantic Ave., Long Branch, N. J., or owner, phone Barclay 9805.

FOR SALE—300 H.P. Gar Wood Fiat Marine engine in good condition, recently overhauled, for sale at a bargain. Address 24 Motorboating.

FOR SALE—Cruiser, 36 ft. x 10 ft. x 3 1/2 ft., powered with 16-20 H.P. engine, in good condition; speed 9 1/2 miles. Fully equipped, sleeps 10. Will sell or trade for larger boat. Reason for selling, owner wants larger and faster boat. Will sacrifice for \$2,500. Can be seen at any time by appointment. W. J. Goltra, 546 Asylum St., Hartford, Conn.

WILL SELL REASONABLE—One model FM Sterling four-cylinder 5 1/2 x 6 1/2 inch engine. First class condition; develops 55 H.P. at 800 revolutions; suitable for heavy cruiser or large boat; will swing 28 inch wheel. F. W. Horenburger, 4263 Byron Ave., Bronx, N. Y.

Bargains in rebuilt motor boats and marine engines. All sizes. Send for new list. Hunter Boat Co., Dept. C, McHenry, Ill.

WILL SELL 16 foot flat bottom motor skiff of substantial construction powered with an inboard Evinrude engine, 5 h.p. Suitable for children, as boat is broad and stable. Price moderate. F. W. Horenburger, 4263 Byron Ave., Bronx, N. Y.

253 Van Blerck 120 H.P. high-speed-starter, generator, double ignition, complete. Brand new. Bargain.

BRUNS KIMBALL & CO.
50 West 17th Street, New York City

FOUR CYL., FOUR CYCLE WITH GEARS—12 h.p. Universal, 2 5/8 x 4, \$145; 12 h.p. Kermath, 3 1/2 x 4, \$185; 25 h.p. Kermath, 4 x 4, \$265; 30 h.p. Sterling, 4 1/2 x 5, \$245; 30 h.p. Red Wing, 4 1/4 x 5, \$315; 30 h.p. Danielson, 4 x 5, \$185; 20 h.p. Doman, 5 x 6, \$195; 35 h.p. Doman, 6 x 6, with electric starter, \$325; 50 h.p. Automatic, 6 1/2 x 8, less gear, \$365 (new); 40 h.p. Wisconsin 4 1/4 x 5 six cyl., with electric starter, \$445; 12 h.p. Doman, three cyl., 4 x 4, \$75; 8 h.p. Frisbie one cyl. 6 x 6, \$135; 15 h.p. Ferro two cyl., two cycle, \$65; 20 h.p. Gray two cyl. Model T, \$35; 10 h.p. Vim two cyl., two cycle, \$35, and many others. State your power needs. Badger Motor Company, Milwaukee, Wis.

FOR SALE
Sterling four-cylinder, four-cycle 28-35 horse power, in excellent condition, recently overhauled and rebuilt, 60 R.P.M., 4 1/2 x 5 1/2 weight about 800 pounds, Bosch dual battery and magneto ignition, suitable for cruiser or open boat. Owner installing larger motor. Price, \$300. Apply Box 14, care Motor Boating, 119 West 40th St., New York.

AN ELCO 26, a beautiful one-cabin boat, used two years, now stored at Elco Works, Bayonne, offered for quick sale at nearly \$500 below the list price. W. H. L., Room 408, 347 Madison Ave., New York City.

FOR SALE—Runabout, 20 ft. Used one season; good condition. Hall Scott 125 H.P. motor. Sell either hull, motor or both. Will really sacrifice for a quick cash sale. William Carl, 420 Crittenden St., N. W. Washington, D. C.

FOR SALE—Cruiser 31' x 8' x 3' in good condition. Motor Scripps F-4, new fall of 1925. Has two transom berths and toilet. Large cockpit aft. Apply to Fyfe's Shipyard, Glenwood Landing, N. Y.

16 Valve Ford Racing Motor suitable for small speed boat or 151 class, good condition; \$150.00. W. H. Kay, Jr., 1-3 Bashford Street, Yonkers, N. Y.

CAPE COD CRUISER, built by Daniel Crosby and Sons, 28 feet over all, 10 feet beam, Cedar planking on heavy oak frames. Sound throughout. Motor 12-15 Sterling 2 cyl. 4 cycle heavy duty. Three berths, toilet, sink and shipmate stove. Price \$1,500 cash. Louis N. Robinson, 411 College Ave., Swarthmore, Pa.

LEARN TO SHOOT TO HIT—Rifle or revolver; stationary or moving objects. Frontier secrets, one dollar, by mail. Sharpshooter League, Dept. M., P. O. Box 301, Peabody, Mass.

FOR SALE—45 H.P. Sauer Marine Engine and Starter complete; 2 1/2 gal. gas per hour. Medium duty. Will guarantee perfect running order. Price \$275.00. L. Frampton, Emerson Tower, Baltimore, Md.

FOR SALE—Brand new V bottom mahogany runabout, just completed, never overboard; 30' 0" length, 7' 0" beam. Bottom double planked; 450 H.P., new Liberty motor. Speed 50 miles. Price \$8,000.00. H. W. Woher, 782 Warburton Ave., Yonkers, N. Y.



FOR SALE—26' x 6' 6" Belle Isle Bearcat, Powered by L. M. C. Hall-Scott Engine; speed 40 M.P.H.

BELLE ISLE BOAT & ENGINE CO.,
9662 East Jefferson, Detroit, Mich.



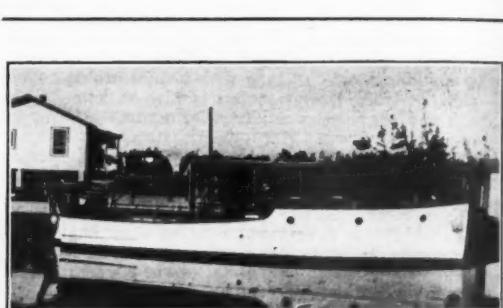
DORY TYPE, FAST CRUISER, 29 x 8½, full head room, mahogany cabin and interior, lavatory, galley, electric lights, running water and etc., powered with 90 horse power Red Wing. Special with self starter, newly installed motor this Spring. Reasonably priced for prompt sale. A. A. Franklin, Freeport, L. I., N.Y.



55-Ft. Cruisers for Early Spring Delivery

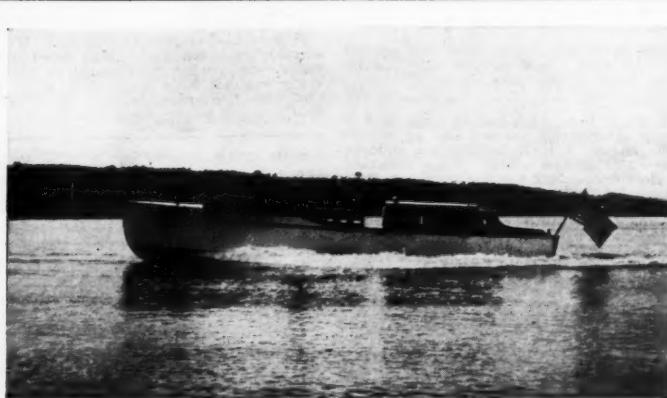
Have duplicate of the cruiser pictured above now nearing completion. Size 55' x 13" with enclosed deckhouse 15' x 9'. Galley and crew's quarters forward. Two double cabins and three-piece lavatory aft. Designed for twin screw with or without reduction gears. Speed 13 to 15 miles per hour. Option of upholstery and other equipment including choice of motors. Thirty day delivery guaranteed. Price surprisingly low. Address

HACKER & FERMANN, INC.
6304 E. Jefferson Ave., Detroit, Mich.



Bridge Deck two cabin cruiser 40 x 10'8" x 3'. Forward cabin with toilet and basin, sleeps four, galley. After cabin with toilet and basin, sleeps two. E6 Scripps Engine under bridge, deck control, large lockers fore and aft. Very complete inventory—everything in fine condition. Price attractive. Inspectable at Eau Gallie, Fla. This is not a stock boat.

S. C. M. B., c/o Motor Boating



THIS 42 FOOT DAY CRUISER was designed by John H. Wells for use on the St. Lawrence River, but is salt water equipped and suitable for use as a fast commuter, a tender for a house-boat or sailing vessel, or for a day cruiser. Equipped with 225 H.P. Sterling-Dolphin, the boat showed a speed of exactly 24.7 M.P.H. on her trial trip in July, 1925. Equipment is very complete and boat is very finely finished in mahogany and selected white pine.

If you want a very high class boat of this type see your broker or see the boat at the Dawn Boat Corporation, Clason Point, New York City.

FOR SALE—Raised deck Cruiser, 30 x 9 Palmer 30 H.P. ZR 3 motor, all in good condition. Price \$2,200. A. J. Hambret, 200 Fifth Ave., New York City.

A REAL BUY
Three Scripps G. 6, 150 H.P. motors practically new. Used less than 15 hours. \$1,200 while they last.

KERMATH MFG. COMPANY,
5829 Commonwealth Avenue, Detroit, Mich.

32 ft. Cruiser, 4 cyl. 4 cyc. Buffalo engine. Information and photo on request. Price \$700. Horace Nautei, No. 1 Ford Ave., Troy, New York.

CRUISER, BRIDGE DECK CABIN
55x13x3 ft. 6" draft, newly painted, thoroughly overhauled, new six cyl. Van Blerck motor, self starter and generator, new batteries, wicker furniture, fully furnished and ready for immediate delivery, sacrifice \$4,500. Murphy, 1804 Broadway.

Advertising Index will be found on page 220

FOR SALE—2 cylinder, 2 cycle, 11 h.p. Gray complete with reverse gear, \$100. 8 cylinder, 150 h.p. Van Blerck, thoroughly overhauled. \$400.

Prices low to move quickly.

FOR SALE—Six-cylinder model FM Sterling motor, 125 H.P. at 1200 R.P.M. Used very little and in excellent condition, \$1,250.00. Richardson Boat Co., Inc., No. Tonawanda, N. Y.

FOR SALE—A pair of six-cylinder direct reversing Standard heavy duty engines. These engines have had very little use, the best of care, have been reconditioned and are in first class shape. M. H. Alworth, Tarpon Springs, Fla.

40' BRIDGE DECK CRUISER
American bottom, Canadian duty paid, heavy oak frames, heavily built, no engine. Refrigerator and sink in galley. Toilet and wash room, also wash basin in forward cabin. Sleeps 10 on separate berths. Bargain for somebody. MARSH, 84 W. Moira St., Belleville, Ontario

CANADA—WEST

FOR SALE—Bridge deck cruiser 45 x 11 x 4. Hull oak and Cypress, finest medium heavy construction. 35 H. P. semi-diesel engine, turning 3 foot wheel 450 r.p.m., costing about \$6 per hour to operate. Exceptional towing qualities. Boat and engine new, run only trial trips good 10 miles p.h. Cost \$7,500, would sell engine separate. Best cash offer gets her.

Also beautiful full cabin oak finished pleasure launch, 35 foot with 50 H.P. Sterling. Lavatory, ice box, electric lights, plate glass drop windows and all fittings nickel plated. Speed about 15 miles. In perfect condition, absolutely sound and looks like new. A gift for \$1,850.00 cash.

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motor,
trade for
good mot
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These launches cost last summer brand new \$4950. They were used only about 100 running hours.

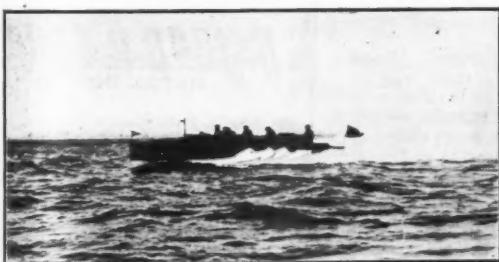
WHAT WILL YOU PAY
FOR THEM NOW?

FOR SALE or WILL LEASE FOR SEASON



GASOLINE MOTOR LAUNCHES 1926, 25 HP 4 CYL

32' x 7'4", draft 22"-30", seating 35, suitable for sight seeing, ferry, fishing or club purposes, speed 10 miles, more obtainable, elegant mahogany finish, might be converted into cabin boat. Specially built of best material and used only few months at Philadelphia Exposition. Also IMPORTED VENETIAN GONDOLAS and 50 OLD TOWN CANOES. If you know of any sound proposition where all or part of this equipment can be used profitably (summer or winter) please communicate in strict confidence. Brokers protected. E. B. KRACHT, Room 1404, 111 Broadway, New York City. Phone—Rector 3528. Night Phone—Jerome 6215.



FOR SALE—"Maple Leaf IV." Reputed the fastest boat in Europe. Twice winner of the British International Trophy and winner of the British Sea Mile Contest in 1925 and 1926. Five Step Fauber-type Hydroplane, length 40 ft., beam, 8' 6". Double-skin Copper Hand-sewn Consuta Mahogany, beautifully matched timber, no Butt Joints. 2-12 Cylinder 40 H.P. Packard Liberty Aero Motors. Speed 48 knots (30 miles per hour). Seating Capacity can be provided for 8 to 10 persons. Cooling by fresh water. Water-cooled Gear Boxes, Clutch Reverse and Starting Gear on Port Motor. In perfect condition, just been entirely reconditioned and ready for immediate delivery. The whole Power Plant and Mechanical Installation is either new or of the most recent design. Price \$7,000 at Southampton, England. H. O. N. Shaw, 112 Wardour Street, London, England. Telegrams "HON-SHAVIUS, WESTCENT, LONDON."



FOR SALE: "PENGUIN," AN INTERNATIONAL 32. New 1926; used less than three months; cost owner over \$5,000. Six cylinder Continental Van Blerck 3½" x 5". Boat has standard equipment and the following extras: Double ignition with magneto, high grade J. L. Mott toilet, Propane gas stove with two tanks, electric horn, cutless rubber stern bearing, copper screening throughout, extra storage battery, extra anchors and rope, six extra life preservers, extra fire extinguisher, 12 oz. waterproof tauplin winter cover, all dishes, etc. Everything new and complete. Look up and down the coast; then come and look at "Penguin." This is a real buy at \$4,200. Owner wants a larger boat. Delivered in the water ready to go. Albert B. Street, P.O. Box 1184, New Haven, Conn.

FOR SALE—Model 143 Joe's racing clutch, used one week, cost \$40; price, \$25. F. M. Baker, Saranac Lake, N. Y.

Gold Cup Race Films. Copies of first class films in standard or 16 MM size can be had. Price moderate. M. E. Toepl, 2434 Chauncey Street, Astoria, N. Y.

FOR SALE—BARGAIN—43 ft. cabin cruiser. Sound built by "Matthews"; sleeps 5. Standard motor. Toilet. Complete equipment or would trade for 40-ft. navy launch open boat with good motor as part payment. F. W. Dart, 548 New Britain Ave., Hartford, Conn.

Sterling model 'D', 6½ x 8, 6 cylinder, \$350.00. H. W. Barracough, 3649 North 10th Street, Phila., Pa.

FOR SALE—151 racing hull, Hadley built. Has deck and engine hatches. Completely equipped, less motor. In A-1 condition. Has cradle. Price, \$250. F. M. Baker, Saranac Lake, N. Y.

FOR SALE—Beautiful mahogany runabout, 22 ft. long, speed over 40. A real aristocrat, priced at \$1,750 for quick sale. Donald Campbell, Delavan, Wis.

FOR SALE—32' x 8'6" x 3' Raised deck cruiser, 25-35 Peerless Motor, 4 cyl., 4 cyl. Toilet, galley, 6 volt lighting system, hull and first class. Looks new. Over \$1,000 spent last year improvements and equipment. Sleeps two. Hyde Wheel salt water fittings. A fine and able boat of her size and type. One man control. Location Buffalo. Now hauled out. No pictures or inventory. Prefer sale by inspection and demonstration. Asking \$2150. Submit bid. Box 29, Motor Boating.

FOR SALE—Auxiliary Catboat, 25½ x 10½, with Red Wing 10 H.P. motor. Bruns, Kimball & Co., 50 West 17th Street, New York.

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Evinrude Specifications

A new publication has just been prepared by the Evinrude Motor Company of Milwaukee, which is titled, "The Greatest Evinrudes Ever Built." This interesting little booklet describes the various types of engines and also supplies a guide to the most suitable form of boat to be used with each of the different engines. It is well known that the large and powerful engines which are capable of driving a racing hydroplane hull upwards of 25 m.p.h., will not drive the ordinary type of boat equally fast. The guide will permit of the selection of the proper boat to be used with each engine. Descriptions follow of various noteworthy events which have been performed by Evinrude owners, as well as testimonials of the worth of the Evinrude engines from many proud users. The book concludes by giving operating instructions as well as a specifications list covering the detail of construction of each of the five different sizes and styles of Evinrude engines built today.

MOTOR BOATING

Yard and Shop

(Continued from page 58)

National Trophy Modified

The Deed of Gift for the National Trophy which was heretofore given for competition in a class of hydroplanes, which has now become less popular than previously, has been modified by joint action of the National Association of Engine and Boat Manufacturers, and the American Power Boat Association. The conditions which now control this trophy provide that it shall be awarded to the 151 inch hydroplane which shall accumulate the greatest number of points in a season's competition, computed according to the stipulations of the Deed of Gift. The conditions also require that the race course for these contests shall be not less than four statute miles for each of the two heats. The piston displacement of the engine in boats competing for this trophy is limited to 151 cubic inches. Other conditions, such as the necessary time for filing challenges, officials in charge of the contest and other conditions, will be found fully described in the forthcoming edition of the American Power Boat Association year book in which this Deed of Gift will be printed in full.

Plastic Wood in Boat Construction

Boat builders have found many interesting uses for the new and revolutionary item—Plastic Wood. The material is of such a nature that it handles like putty and hardens into hard, water-tight wood.

As it comes from the can, Plastic Wood can be moulded in the fingers or pushed into holes and cracks. It will adhere to metal and glass as well as to wooden surfaces.

In its hardened form, Plastic Wood can be carved, planed, sand-papered and turned on a lathe. It will take paint, stain and varnish exactly as any other wood—in fact it is wood differing only from what we are used to in that it has no grain. Nails and screws will not split it. The uses of Plastic Wood in boat construction are listed below.

Garboard Seams—Just before fastening the garboard planks, the keel rabbet should be smeared with Plastic Wood. The plank should be clamped and fastened permanently while the material is still soft. The pressure will force it into every crevice and depression of the bearing surface, and will harden into a perfect waterproof and oil proof joint.

Brass Spark Plugs

One of the most annoying features concerning the use in marine engines of the ordinary type spark plugs has always been the rusting which takes place on the iron and steel bodies of the plugs. The Rajah Company for years manufacturers of high grade spark plugs have now brought out a super power brass spark plug which not only resists rusting, but due to its structural details will continue to function hour after hour without failing. Their effectiveness is maintained in the very severe service such as these plugs are called for in marine service. Especially fine porcelain is used in these, which retains its insulating properties for indefinite periods. The center electrode is a special form of nichrome wire which is heat resisting.

(Continued on page 198)

Advertising Index will be found on page 220

MAY, 1927

"That's one of those New SEAHAWKS"

by Mullins

That's what you'll hear many a time this summer when the winner of the outboard event flashes down the final stretch.

Judge the new 16 foot Mullins "Sea Hawk" by any standards you like. But just remember this—that it will be just as good a boat next year, and the next, and the year after that.

It is built for speed. It is built for safety. It is built for long service. And it delivers!

High speed with either big twin or light twin outboard. Places with four passengers—ample room for six. Hydroplane lines and speed with life-boat construction—guaranteed unsinkable. Galvanized Armco Ingot iron makes the Sea Hawk ideal in all climates, on fresh water or salt.

Far and away the greatest boat and the greatest value of the year

\$99

f. o. b. Salem

MULLINS
METAL BOATS



MULLINS BODY CORPORATION
Boat Division 195 Depot St., Salem, O.

Please send me complete information
on the new Sea Hawk—also your catalog
showing the other Mullins Metal Boats.

Name _____

Street and Number
(or R. F. D.) _____

City _____ State _____
(or County) _____

MIAMI BEACH



A Winter's Vacation
at Miami Beach
 Cannot be Equalled

DO your vacationing in the winter and spend it at Miami Beach amid the charms of the semi-tropics. Here at America's Winter Playground every known summertime sport is in season the entire year. The climate is always warm and sunshiny—never too cool and never too hot.

At Miami Beach the call to play is irresistible, and the facilities for the enjoyment of your favorite sport are unsurpassed. Hotel accommodations are of the finest and most modern type and the service is irreproachable. For further particulars address:

THE CARL G. FISHER HOTELS
**Flamingo — Nautilus — Lincoln
 King Cole — Boulevard**
 MIAMI BEACH, FLORIDA



Every March the
 Great Southern
 Regatta is held
 on Biscayne Bay
 at Miami Beach.
 See it next year.



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SAVES ITS FIRST COST MANY TIMES OVER. THE MOST POWERFUL PREVENTIVE OF MARINE GROWTH, BARNACLES AND BORERS. IT HAS NO EQUAL IN TROPICAL AND SEMI-TROPICAL WATERS.

TWO HANDSOME AND LUMINOUS COLORS
EMERALD AND LIGHT GREEN, ALL DOUBLE STRENGTH
Highly recommended and used by J. Murray Watts, Charles D. Mower, John G. Alden, Henry J. Gielow, George Lowley & Son Corp., Herreshoff Mfg. Co., The Matthews Boat Co., The Ecco Works, The Sea Sled Co., Ltd., Luder's Marine Construction Co., and many other leading naval architects and by the most reliable dealers and builders.

STEARNS-McKAY MFG. CO., Marblehead, Mass., U. S. A.

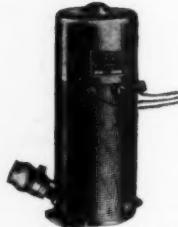


ZUNDEL BOAT SUPPLIES

Distributors for the New
OBERDORFER
AUTOMATIC BILGE PUMP

Order Direct From Us!

OUR stock of high grade marine hardware is most complete and includes Wilcox-Crittenden Hardware, Blood Brothers Universal Joints, Oberdorfer Pumps, and other well known marine products. By ordering your supplies direct from us you will get them in one shipment and in much faster time.



Oberdorfer Automatic Bilge Pump for 6 and 12 Volt Current. See opposite page for details.

Get Our 1927 Catalog

BOAT CLOSETS

Before you buy get our prices on boat closets. We have a wide range of types of the finest makes to select from.

BOAT BUILDERS!

We can give you quick service and favorable prices. Tell us what you need. Be sure to ask for a copy of our new catalog. Write for it now.

R. W. ZUNDEL CO., INC., 1 Block from South Ferry
47 Whitehall Street—2 Front Street—New York, N. Y.

Advertising Index will be found on page 220

Building a Forty-Meter Receiver

(Continued from page 30)

supporting coils are not so easily constructed and the next step is to make a coil which has a cylinder as a main support with ribs arranged about it to raise the wire clear of the form. There are many other means of accomplishing the same end but for all general purposes there is no reason why a well made coil on a bakelite or composition tube should not do nicely provided the turns are spaced and the proper diameter wire is used.

Such a coil is shown in the illustration, wound on a three inch diameter piece of tubing and using rather heavy wire as compared with broadcasting practices, it contains exactly fifteen turns of number sixteen or eighteen bare copper, each turn being spaced from the next one so that there will be no contact and hence no short circuits.

At first blush it might appear to be quite a job to wind this wire on so that the turns are equally spaced, but in reality there's nothing to it. The winding is started at one end of the form by drilling two holes in the form. These should be just a little bit larger than the diameter of the wire. The end of the wire is then pushed through one of these holes from the outside of the form and then brought up again on the inside and pushed through the other hole. By drawing this up tightly, the wire will bind and will securely anchor the end. Of course the rest of the job is simple winding with the same kind of a scheme at the finish as we just described at the start.

In order to have the wire equally spaced throughout, it is necessary to wind on a heavy piece of fishing line or shade cord as the wire is put on so that the cord comes between the turns. When all of the winding is in place, you may put a little heavy glue on the wire here and there so that it will adhere to the tube and after this, the cord may be unwound and discarded. There is no harm in leaving the cord in place, but this is not absolutely necessary and the coil will look more finished if the cord is removed.

In using glue, sealing wax, or other adhesives do not smear the whole thing up but instead apply it in a straight line across the windings in a strip about an eighth of an inch wide. This may be done in two places as a minimum and at four as the maximum. Do not shellac, varnish, water-glass or any other material to hold the wires in place. This point is very important.

At one end of this coil form we have what is known as the tickler or the coil which produces regeneration. This coil is made up of only five turns of number twenty-two wire, just looped together and tied in place by cord or linen thread. One of the drawings shows this clearly and by using four sets of cords, it is possible to hold the little coil securely in place.

In making the connections be sure that the wire that goes to the grid-leak and condenser is taken from the end of the larger coil farthest away from the tickler. This point is also important. Sometimes the only difficulty encountered with any of these sets is that they will not regenerate. The wiring may be perfect yet apparently the receiver will be absolutely incapable of picking up signal. Of course the signals that such a set will receive require that the detector tube be oscillating at all times. In other words the old method of picking up a broadcasting station by the whistle is the only way in which short wave transmitters may be picked up, and when you get the whistle, you will find that it is this very whistle which is broken into dots and dashes and thus forms the signal that we are after.

Usually it is necessary to have the rotor plates of the variable condenser almost entirely in mesh with the stationary ones before the set will oscillate properly but this is not so in every case. It is simply given as an example. Under ordinary conditions this condenser may never be touched except when the operator chooses to make extreme jumps in the wave length.

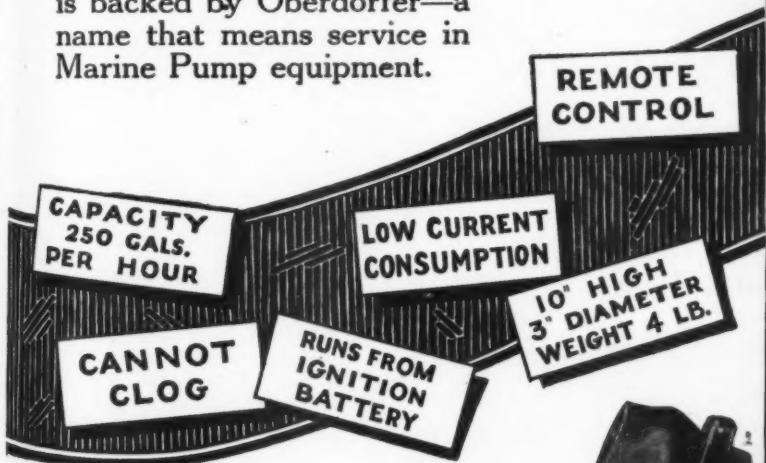
If the detector will not oscillate with the plates arranged in every conceivable way, make adjustments on the midget condenser and also try reversing the two wires that run to the tickler. It is also possible that a .002 microfarad fixed condenser fastened across the P, B plus binding post of the audio transformer may help considerably. It may also be necessary to adjust the B battery voltage of the detector tube. In the drawings it is marked 22½ volts but it may be necessary to increase this to 45 volts or to reduce it slightly according to the particular vacuum tube used as a detector. Some of the new makes of gassy detector tubes would prove to be particularly suitable for this work.

(Continued on page 82)

new Oberdorfer Automatic Bilge Pump

A dependable watchman down in the bottom of your boat, waiting for the rising bilge—on a stormy night, this new Automatic Bilge Pump discharges up to 250 gallons per hour. It starts working when the bilge water rises. It stops when the bilge is out. It is fool proof and positive in action. It is economical and efficient. It is backed by Oberdorfer—a name that means service in Marine Pump equipment.

FOR 6 AND 12
VOLT CURRENT



Nothing to Get Out of Order

Once installed, this Oberdorfer Pump requires no further attention. There is nothing to get out of order. The body of the pump has 72 square inches of straining surface which practically eliminates the possibility of clogging. The pump is controlled from switches which can be located near the helm or wherever they are most handy. One switch controls automatic action, another constant action when necessary.

Non-Corrosive

The highest grade of non-corrosive bronze and brass is used to give protection against all conditions of weather and atmosphere. Salt water has no effect. The pump can be located out of the way and wherever the bilge collects. The current consumption is low and will not interfere with other requirements. The automatic feature produces no spark.

If your marine dealer cannot supply you, write us direct. Special Bulletin "D"—sent upon request.

\$ 21 50

Made for both 6 and
12 volt current. Specify
voltage when ordering.

There is no other pump like it. There can be no comparison for quality or price.

M. L. OBERDORFER BRASS CO., SYRACUSE, N. Y.

When writing please mention MOTOR BOATING, 119 West 40th Street, New York



8 ways it excels ~ for this horn was made especially for motor boats

THE illustration shown above gives you the inside story of the Original-Bosch marine-type horn. It shows you the incomparable mechanism of this horn, which was designed especially for the unusual conditions of motor boat service.

On the Atlantic and Pacific seabards where the salt air plays havoc with most horns, on the Great Lakes where heavy fog comes up—everywhere under the worst conditions, motor boat owners have adopted the Original-Bosch horn because it excels in 8 important ways:

1. Long-lived dependability
2. Instantaneous action
3. No lubrication required
4. No adjusting required
5. Wind-proof, water-proof, weather-proof
6. Far-reaching tone pierces heaviest fog
7. Smart, graceful appearance
8. Long-time guarantee

The Original-Bosch horn is made of brass with beautiful baked-enamel finish. If you have ever had on your boat any other Original-Bosch equipment, such as magnetos and spark plugs, you will know the kind of stamina you can expect from this Original-Bosch horn. Robert Bosch Magneto Co., Inc., 3603-C Queens Blvd., at Buckley St., Long Island City, N.Y.

The Original Bosch

ROBERT BOSCH MAGNETO CO., INC.

No connection whatsoever with American Bosch Magneto Corp.



The full name ROBERT BOSCH and this trademark appear on all Original-Bosch products—your guarantee of Original-Bosch quality as known the world over since 1887.

Building a Forty-Meter Receiver

(Continued from page 80)

The set is made up on a panel seven inches high by fifteen inches long with a base-board screwed to the bottom of the panel and at right angles to it. This base-board should be slightly smaller than the panel so that the set may be slid into a cabinet later on. For wiring you may use almost anything. In two sets that the writer has made, the A battery wiring was made up entirely of bus-bar wire while nearly all of the other connections were made of stranded rubber covered wire. It may help matters a little to use heavy or stranded wire such as has been suggested.

From the rear of the set, the five plate condenser is located on the right hand side with the 23 plate condenser on the left. Exactly on the centerline, and arranged vertically, we have at the top, the midget condenser, then the rheostat and below this the single circuit jack into which the head receivers may be plugged. Aerial and ground binding posts are located at the extreme right.

The base-board contains the coil on the right hand side, then the two sockets and on the left the audio frequency transformer. Note how the coil is mounted on brass angles so that it is kept up clear of the woodwork which might cause leakage.

In wiring, first get the A battery connections out of the way. From the binding post marked *A* positive or plus, run a wire to each socket to one of the terminals marked *F*. This leaves us another *F* terminal on each socket and these two should be connected together and then wired to one binding post on the rheostat. The remaining terminal on the rheostat is connected to the binding post at the battery strip marked *A minus, B minus*.

The next step is connect the aerial binding post to the rotary plates of the midget condenser. The other terminal on this instrument is then wired to the fixed plates of the five plate condenser and thence to the terminal on the large coil which is the furthest away from the tickler. This wire is then run on to the grid leak and condenser and from the other side of this instrument a wire is connected to the post marked *G* on the socket for the detector tube (back of the set).

The ground wire is the next one and from here a wire goes to the opposite end of the large coil and also to the rotary plates of the five plate condenser and also to one of the wires carrying the positive side of the A battery circuit.

The post marked *P* on the detector socket is then connected to the post marked *P* on the audio transformer and a wire is run from here back to the tickler coil and after passing through this coil the other side is connected back to the fixed plates of the 23 plate condenser. The rotary plates of this condenser are wired to the A battery plus terminal.

Returning to the markings on the audio transformer, run a wire from the post marked *B* to the battery binding post marked *B plus 22½* volts. The post marked *G* on the transformer goes to the *G* post on the next tube socket, (amplifier), while the remaining post on the transformer is connected to the *A minus, B minus* wire. The *P* on the last tube socket is wired to one side of the single circuit jack and the other side of the jack is connected to the battery terminal marked *B plus 45* volts. This completes the wiring. The set should be connected up with a good aerial and ground of the usual variety, using storage battery tubes preferably. You may hear a little broadcasting down there, but as a rule most of the doings will be in code. The list of necessary parts follows:

One seven-inch plate by fifteen-inch panel, with base-board to suit,

One five plate condenser,
One 23 plate condenser,
Two tube sockets with tubes to match,
One rheostat to suit tubes,
One midget condenser,
One single circuit jack,
Six binding posts,
One audio transformer,
One .00025 microfarad grid condenser,
One 3 mehogm grid lead,

One set of coils complete as specified. (These coils may be purchased separately if so desired and different sets may be arranged to plug in according to the wave length wanted.) One composition strip about one and a half by four inches. Aerial and ground connections, B battery, A battery, head phones, wire for wiring set, cabinet, etc.

Join the Big Parade

THE Big Parade of Universal powered boats is rapidly forming. Old owners are tuning up, new ones are installing new motors, hundreds are waiting for motors now in transit, while scores of orders are flocking in with instructions to rush shipment.

It is only natural that everyone should want a Universal this year, for Universal has built into the popular priced Flexifour and Super-four, engineering superiorities which make for far smoother operation, superior performance, greater power, lower operating cost, more dependable service and longer life than could be expected from the ordinary motor.

And in addition to the standard direct drive motors, Universal has developed and proven a Silent Reduction Gear for Super-four and Flexifour—destined to create a new era in power for cruisers and heavy boats, by offering tremendous advantages in lower first cost, enormous saving in operating cost, saving in space and weight, plus unbelievable smoothness, quietness, greater flexibility, better maneuvering and handling. Gears guaranteed against wear for 5 years.

Those who order now will still have time to "Join the Big Parade."

A beautiful new 36 page catalog tells the story of Universal's progress, and covers the new models in detail. Write for catalog No. 79.

UNIVERSAL MOTOR CO., 40 Ceape St., Oshkosh, Wis.
Not connected with any other firm using the name "Universal"



Universal Super-four

3 models: GLS 15-30 H. P.; GLH 25-45 H. P. and GLR 50 H. P., racing model for 151 class.



New 1927 Flexifour

Advertised rating of 10-15 H. P. retained, but one full H. P. has been added throughout the entire power curve. Starting equipment operated both front and rear. Only one place to oil. A real sensation even to boatmen who owned previous Flexifours and know they had the best.



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TRADE MARK
Homelite
REG. U. S. PAT. OFF.

Reliable-Economical-Compact



**Electric Light
and Power**
for your boat, camp,
or home

For sure, dependable lighting under all conditions, and ample power for grills, toasters and other appliances, HOMELITE is supreme in its field. Compact and efficient, it requires a minimum of space. Operating on gasoline or kerosene it is economical. Safe and trouble proof. Over 10,000 in use in all parts of the world.

Ask your dealer or write us for
full details. Dept. MB5.



\$225 F. O. B. Portchester

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Hector Mac Rae, Baltimore, Md.
W. E. Gochensur Mfg. Co., Philadelphia, Pa.
Hoffar-Beeching Shipyard Ltd., Vancouver, B.C.

Advertising Index will be found on page 220

The Jacksonville Regatta

(Continued from page 28)

ber of fast runabout, the ChrisCrafts winning all three places all finishing in a bunch.

The contest over the Championship of the St. Johns was a pretty race as was ever run. Miss Louise Turck took the lead in her Belle Isle Bearcat Venetia with Waldo E. Cummer in Duna a new Kermath powered ChrisCraft a close second and Mrs. John P. Stevens of Savannah in Scandal, a Dodge, with a Curtis motor, third. The river, it was pretty rough but the way those girls hung on and swooped around the hairpin turns would have done credit to a veteran race driver. The crowd, it went delirious. Collisions and upsets were barely avoided at every turn. The other four entries were soon left astern, but these three hung in a bunch through the whole ten miles. Time and again Duna all but headed Venetia but every time they came out of the clouds of spray, their positions were the same and thus they finished, so close together that we could hardly count the seconds between them.

But when I tell of the Outboard Motors, the story, it is something else again. They were forty-four starters. The water it was so rough that they were out of sight half the time. Most of them loses their numbers and the rest of them puts them on the wrong side of the boats. On top of that, we makes the fatal mistake of having two classes—fast boats and heavy boats. Of course everybody but hydroplanes claims they was heavy boats, and the abuse that we gets, Chap, it was something awful. They is nobody living what has the faintest idea who won anything. In fact, the Race Committee, it hands a report to Commodore Turck what reads as follows:

II—On the following outboard races, whereas the committee is reasonably sure of the first place, due to its inability to see the racing numbers, partly on account of the length of the starting line and partly due to the fact that very few boats showed their racing numbers, the winners of second and third places are based almost entirely on guesswork and neighborhood gossip.

This Chap, it is the greatest ways to become popular what I ever knows, and on top of all of our other troubles, just as this race it was going to finish, a boat about fifty feet long manned by a lot of sailors, they runs up square in front of the Committee Barge and runs aground, even though the whole committee and two hundred other citizens, they yells to them to keep off. Then we yells to them to get off the course. Then they say, "Whothehell does you thinks you is talking to," and I says, "the biggest bunch of landlubbers what I has ever see," and they was just about to start a boarding party when the finish gun, it goes off in their face and every man drops to the bottom of the boat shot.

Besides this, they was one sailboat capsizes, two runabouts they runs into each other, two outboards turns over and one of them jumps off'n a wave and does a handspring overbackwards. So the spectators, they leaves with a satisfied sensation that they has been well rewarded. But the outboard enthusiasts, they doesn't feel that ways, and even though we has it printed right out in the race circular that protests has to be filed in writing within a half hour of the last race, I has been doing nothing but answer the telephone today and what they says, it nearly burns the wires out.

Last night after the race, they has a big dinner at the George Washington Hotel and I goes to it with a police escort, I does. I has written a speech on seven sheets of paper but when I gets up to read it, they was forty-seven people starts for the speaker's table and snatches it away. I has prepared for just such a event and pulls another copy out of my pocket, but before I gets through the first paragraph, they snatches that away, and then I sits down, and then they demands a speech, knowing that I has lost my words, and so I starts off by saying: Commodore Turck, ladies and gentlemen, when I looks upon the handsome upturned faces of the men and the very, very beautiful upturned faces of the women, I wonders what it is all about, I does. This is not the only time that I wonders what it is all about, as I wonders what it is all about most of the time, I does." —at this moment, I sees a large number of outboard boatmen what didn't get any of the silver cups, forming a flying wedge over in the corner, so I stops, turns, jumps through the nearest window, runs down the fire escape and here I am, and all I has to say Chap, it is that this is positively my last appearance running a race. Next year, I buys myself a outboard skimming dish, and I writes on my protest before the race.

JACKSONVILLE REGATTA

April 2, 1927
Summary of Events

Sailboat Race

Geo. De Witt & H. A. Winsette, Sloop Stingaree—First.
Geo. C. Baker, Sloop Judy—Second.
Geo. W. Gibbs, Jr., Cat Augusta—Third.

(Continued on page 86)

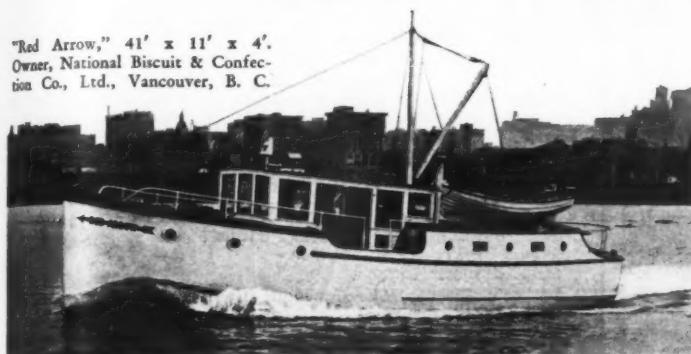
"Red
Owner
C

217

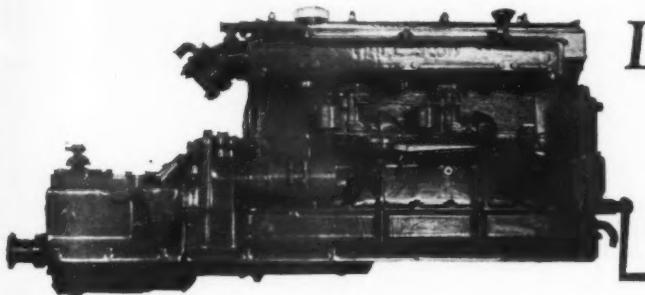
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MARINE ENGINES

"Red Arrow," 41' x 11' x 4'.
Owner, National Biscuit & Confectionery Co., Ltd., Vancouver, B. C.



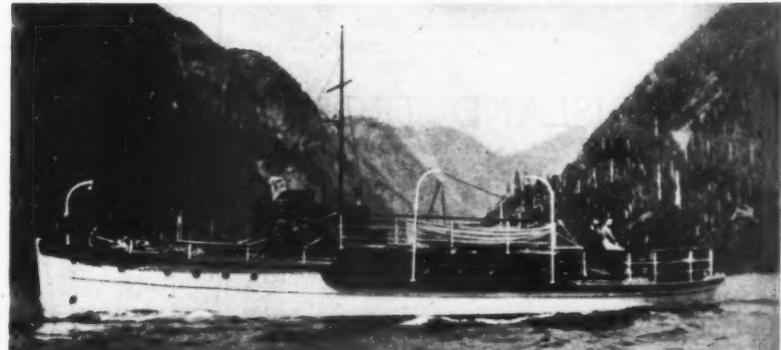
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PHILADELPHIA

The Jacksonville Regatta

(Continued from page 84)

Cruiser Bang and Go Back

Kenneth A. Merrill, Mary Ann, Scripps—First.
Leon T. Cheek, Maxwell House II, Sterling—Second.

Speed Bang and Go Back

Leon T. Cheek, Baby Maxwell House, Chriscraft, Curtis—First.
James R. Stockton, Lady Lou, Chriscraft, Curtis—Second.
W. R. Frazier, Bobcat, Hacker-Dolphin, Scripps—Third.

Cruiser Race

A. L. Lockwood, Peter B., Jr., motor not stated—First.
Kenneth A. Merrill, Mary Ann, Scripps—Second.
Leon T. Cheek, Maxwell House II, Sterling—Third.

Elimination Race. Six Miles

Waldo E. Cummer Duna, Chriscraft, Kermath, 11:16—First.
Mrs. John P. Stevens, Scandal, Dodge, Curtis, 12:11—Second.
S. M. Coen, Mandarin, Chriscraft, 13:50—Third.

Outboard Motors. Two Miles. Fast Hulls.

Francis P. L'Engle—First.
Kenneth A. Merrill—Second.
E. J. Fallin—Third.

Heavy Hulls

Myron C. Prevatt—First.
M. J. Bushnell—Second.

Twenty Mile and Hour Class. Three Miles

C. A. Pound, Outboard—First.
Other places indistinguishable.

Thirty Mile and Hour Class. Six Miles

S. M. Coen, Mandarin, Chriscraft—First.
Leon T. Cheek, Baby Maxwell House, Chriscraft—Second.
Jas. D. Palmer, Packard, Chriscraft, Packard—Third.

Forty Mile and Hour Class. Six Miles

Waldo E. Cummer, Duna, Chriscraft, Kermath—First.
Mrs. John P. Stevens, Scandal, Dodge—Second.
Miss Louise Turck, Venetia, Belle Isle, Bearcat, Hall-Scott—Third.

Paced Race. One Lap

James D. Palmer, Packard, Chriscraft, Packard—First.
W. P. Inman, Doris, make and motor not given—Second.
Wm. R. Frazier, Bobcat, Hacker-Dolphin—Third.

Outboard Championship of the St. Johns. Five Miles

Francis P. L'Engle—First.
D. H. Conklin of Palm Beach—Second.
P. H. Moore—Third.

Championship of the St. Johns. Ten Miles. Open to All Displacement Boats

Louis Turck, Venetia, Belle Isle, Bearcat, Hall-Scott, 18:43—First.
Waldo E. Cummer, Duna, Chriscraft, Kermath, 18:47—Second.
Mrs. John P. Stevens, Scandal, Dodge watercar, 19:54—Third.

Houston Regatta to Be Record Breaker

Official entry blanks for the Twentieth Annual Regatta of the Mississippi Valley Power Boat Association have just been issued to the boat racing men of this country. The regatta will be held at Houston, Tex., July 2, 3 and 4 under the auspices of the Houston Yacht Club.

These entry blanks provide races for three classes of outboard motor powered racing boats; two divisions of the famous 151 cubic inch hydroplane class; events for 340, 510 and 725 cubic inch hydroplanes; one event each for Gold Cup and free-for-all runabouts; one general free-for-all event for the historic Webb \$2,500 silver perpetual trophy and one for cruisers.

One of the two divisions of the 151 cubic inch hydroplane class will be unlimited in any way with the exception of the piston displacement measure which creates the class, the other will be for the same type of boat with the super-charger barred. The latter class will draw heavier prize money than the unlimited starters, for the reason that the unrestricted boats are calculated to run deeper into the moneys in the classes higher up. The great Elgin National Time trophy enters into competition in each of these divisions.

Full freight costs each way to racing men whose craft make 85 per cent of last year's figures is guaranteed by the Texas racing organization in addition to liberal cash prizes and a touring car goes in for the man making new world's records. A cordial invitation is extended by the Yacht Club and every civic body in the progressive city of Houston to boat racing men and boat racing enthusiasts throughout this entire country. A new \$150,000 club house with pier and breakwaters is being rushed to completion at Houston to be in readiness for the opening of this great national regatta.

Chris-Craft Wins AGAIN!



THIS year's race at Miami—open to all 26-foot runabouts—is convincing evidence of Chris-Craft superiority in design, construction and motor equipment. On March 18th and 19th a standard Chris-Craft 26-foot runabout powered with a stock 150 H. P. Kermath motor won both heats at Miami Beach against all other entries. This brilliant achievement bears out the repeated statements that Chris-Craft are without exception the most sensational standardized runabouts for size or price ever offered the American public. As actual designers and builders of the world's fastest racing boats, Chris Smith and Sons have never once relinquished their leadership. A leadership that becomes more clearly defined by the latest performance of Chris Craft at Miami.

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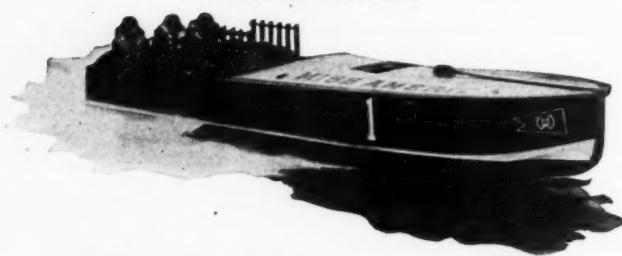
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CHRIS-CRAFT
wins at Miami



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Miss America I



Miss America I was built in 1920 as a challenger for the Harmsworth Trophy, defeating the English boat at Cowes, England.

Miss America II



Miss America II was built in 1921 by Chris Smith, defended the Harmsworth Trophy and established a world's record of 80.567 miles per hour.

Packard Chris-Craft



The Packard Chris-Craft was the first displacement runabout built to run a mile a minute in competition—still holds the 150-mile International Sweepstakes record.



*The same men
who designed
and built these
Champions are
building Chris-
Craft today!*

This 26-Foot
Chris-Craft Won
at Miami

This year a stock Chris-Craft, powered with a 150 H. P. Kermath, won both heats of the super express runabout races at Miami, March 18th and 19th.

Chris Smith of Algonac and Built Them ~ ~



T is an accepted fact among racing officials and yachtsmen that Chris Smith and Sons have for many years been the acknowledged leaders in building the fastest boats afloat. It is true they designed and built these boats for others to race, but it was their knowledge, their skill, their ingenuity and experience that enabled them to establish the astonishing record of building the Gold Cup winners for nine consecutive years: (1914 to 1923.)

This same genius for design reached a new pinnacle of its development and achievement when Chris Smith conceived and built the Harmsworth Defender, Miss America II, whose official time of 80.567 miles per hour still remains the outstanding boating speed record of all time.

Both the Miss America's—many other champions like them—were developed and built for wealthy sportsmen by Chris Smith and his organization.

For six years now, Chris Smith & Sons have directed their abilities in producing Chris-Craft runabouts. During this time many owners have purchased Chris-Craft because of the outstanding reputation so justly earned over forty years of boat building experience. Those who know the facts surrounding the daring genius of Chris Smith and Sons recognize their commanding leadership—place implicit confidence in their boat building ability.

Smith-Built Champions

Gold Cup Champions

Baby Speed Demon II	1914
Miss Detroit I	1915
Miss Minneapolis	1916
Miss Detroit II	1917
Miss Detroit III	1918
Miss Detroit III	1919
Miss America I	1920
Miss America I	1921
Packard Chris-Craft	1922
Packard Chris-Craft	1923

International Champions

Miss America I	1920
Miss America II	1921

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F. O. B. Algonac

Speeds

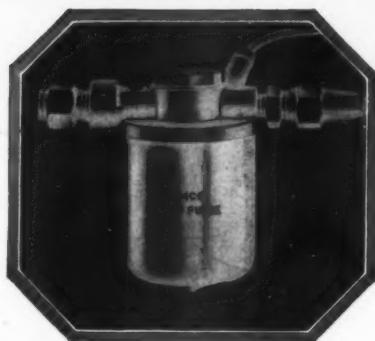
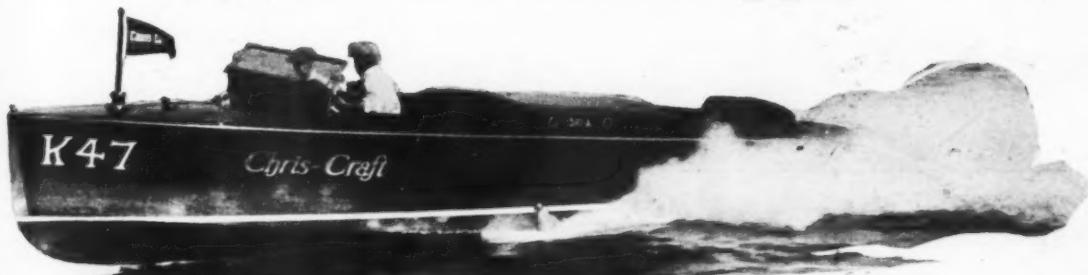
32-35 m.p.h.

If it is striking beauty of hull design, if it is riding luxuriousness you want—if it is supersmoothness of running combined with snap, dash, amazing speeds and pronounced reliability, the Chris-Craft "Cadet" will be your unconditional choice. Nor need you deny yourself or your family these new joys of boating because of cost. The Chris-Craft Cadet equipped with the new Chrysler Imperial Marine Motor offers you extra quality, greater speeds at a price now within reach of those who formerly considered the ownership of a fast runabout a luxury. A Chris-Craft "Cadet" will pay big dividends in happiness, health and contentment. It is a boat the entire family will enjoy.

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Yours very truly,

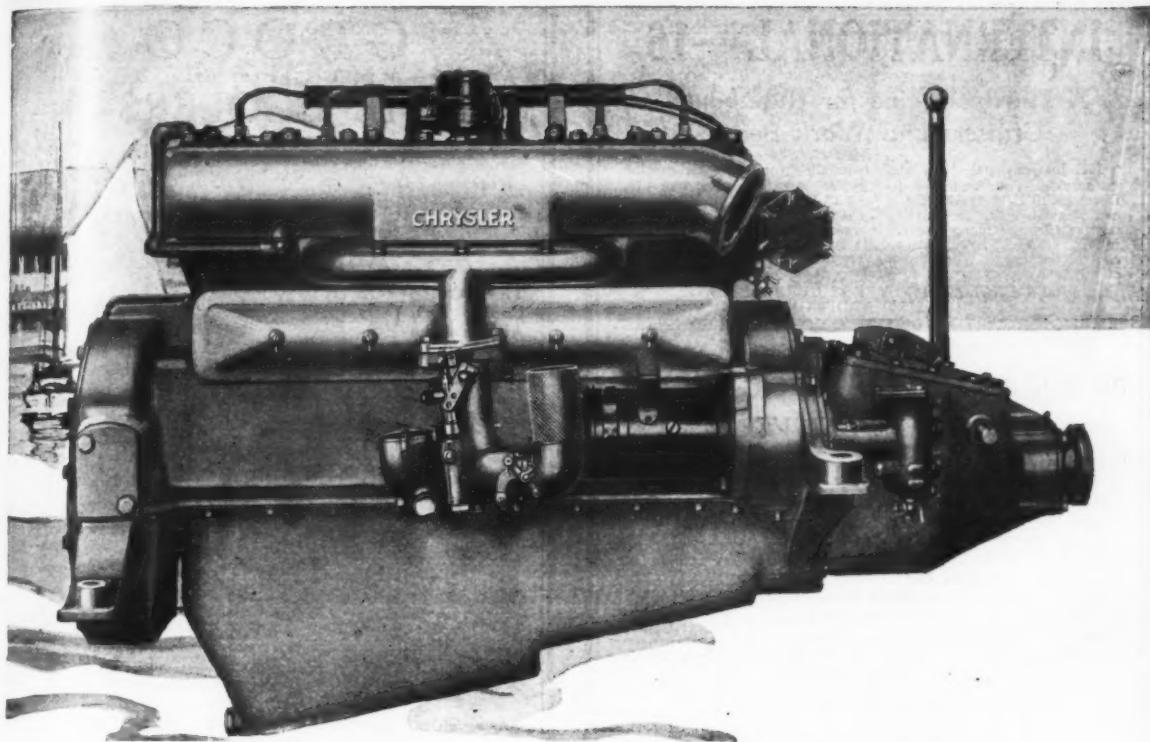
Jay W. Smith
Vice President & General Manager.

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For further information write Imperial Marine Engine Division, Chrysler Corporation, Detroit, Mich.

Also see Page 90,
this issue.



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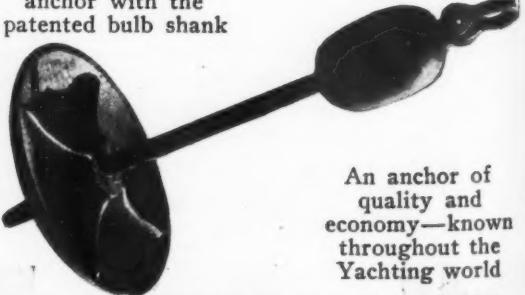
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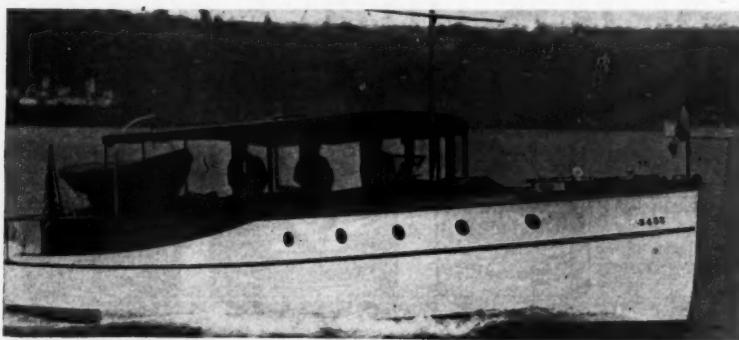
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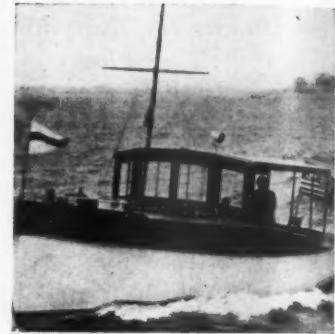


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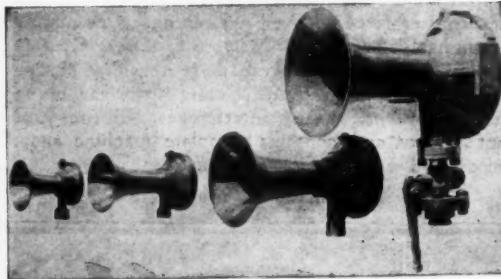
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Neutral
Starting Position
Fast and Slow
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Forward and Reverse



SELECTIVE TYPE
SPEED CONTROL
0. Neutral; 1-up, Slow Forward;
2-up, Fast Forward;
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4½ Brake H.P.
SPEED OVER 20 M. P.H.
MASTER SPEED
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The 1927 model equipped with glass windshield is the best boat ever offered by this company. And remember that, for several years, the "International 32" has enjoyed a justly earned reputation as the soundest dollar-for-dollar buy on the market.

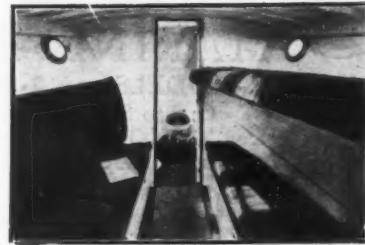
Compare it with competitive boats at near its price, then with boats that sell for several hundred dollars more. Compare it for beauty, comfort, roominess and for refinements.

A demonstration will place you under no obligation; take one soon. Immediate delivery if your order is given now. Price complete with 6 cyl. Continental Van Blerck Engine, \$4700.



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Operate on Kerosene or Gasoline

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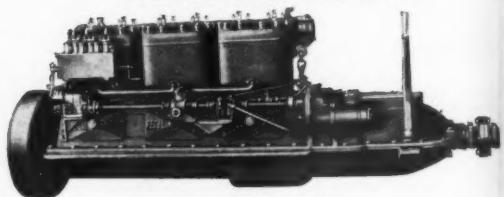
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Six Cylinders—5½" Bore x 7" Stroke
75 H.P. at 800 R.P.M. 85 H.P. at 900 R.P.M.
95 H.P. at 1000 R.P.M.
Electric starter, double ignition. Price \$2,500.



FLAPPER

A 20-MILE
RUNABOUT

\$750

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Old Man Joe's

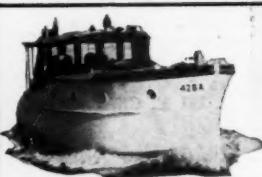
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FROM 8 FEET TO 150 FEET IN LENGTH

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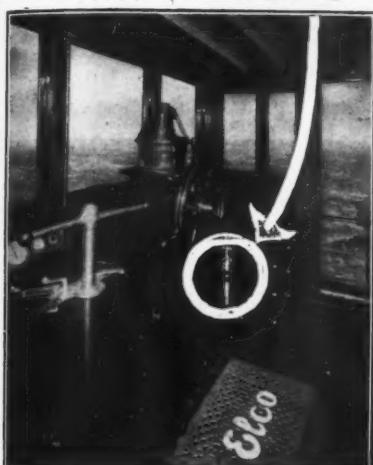
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Advertising Index will be found on page 220

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TRADE MARK
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"Fortify For Fire Fighting"



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NO fear of fire at sea—if handy **Pyrene** Fire Extinguishers are on board. Be ready to fight fire intelligently when you are miles from shore. Simple in operation—a woman or child can handle them.

Pyrene Fire Extinguishers have been the standard fire-fighting equipment on motor boats for 16 years.

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Approved by U. S. Steamboat Inspection Service

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12 and 15 Ft. Outboard Motor Boats

A seaworthy husky model sold with outboard motors at a special price.
Also Rowboats and Sailing Skiffs and Dories.

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A seaworthy family boat with engine enclosed under hatch aft, \$1,075.

22 and 26 Ft. SEA DOG

A 28 to 40 mile rough water runabout with cruiser conveniences.

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TOPPAN BOAT and ENGINE CO., Medford, Mass., U. S. A.

Built
To Last!

MILLER MARINE ENGINES

Low
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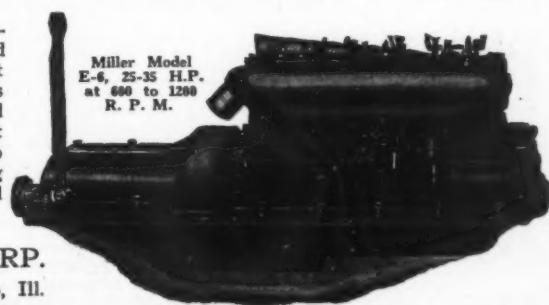
Eleven Models

4 H.P. to 50 H.P.
One to Six Cylinders
F-1 4 H.P. 1 cyl.
I-1 6 H.P. 1 cyl.
F-2 10 H.P. 2 cyl.
I-2 14 H.P. 2 cyl.
D-4 14 H.P. 4 cyl.
E-4 20 H.P. 4 cyl.
E-6 35 H.P. 6 cyl.
F-4 22 H.P. 4 cyl.
I-4 30 H.P. 4 cyl.
R-4 35 H.P. 4 cyl.
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LET us send you the Miller catalog of dependable, low priced marine power plants that are built to last. You have eleven models to select from, 4 to 50 H.P., and each is a leader in its class. Great power always; eager response to the throttle and ease of handling makes driving a Miller powered boat a real joy.

MILLER MOTORS CORP.

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Miller Model
E-6, 25-35 H.P.
at 600 to 1200
R. P. M.



goes
anywhere

air propelled
air steered
draws 5 inches
of water

Only a few more Whistlers available this season!

The Whistler has been offered to the public only a few short months. Yet its popularity seems assured. Motorboat enthusiasts quickly take to the idea of a boat which can safely be guided through shoal water and grasses and yet that is dependably seaworthy. As a result the factor is practically "sold out" for the season.

The Whistler is a practical air-driven runabout, built of the finest materials by makers of seaplanes for the U. S. Navy.

Having a free bottom, it skims the surface at better than 30 miles per hour wherever there is five inches or more of water. Its vee bottom and generous beam give the Whistler stability and bank it in on the sharpest turn. The light weight Curtiss engine is above deck leaving the cockpit clean and dry, eliminating vibration and fire menace.

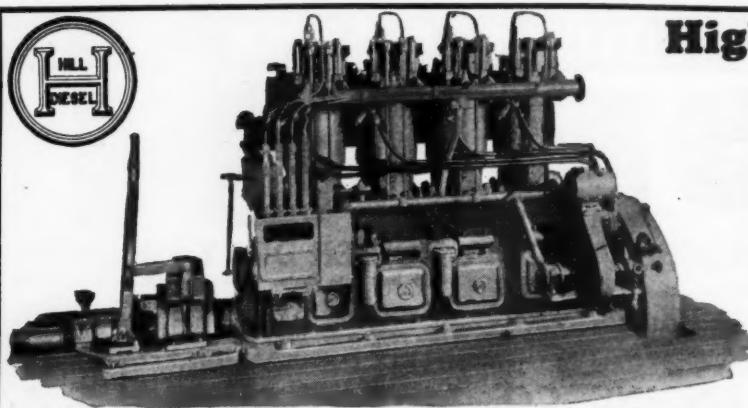
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AGENTS WANTED



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ONE example of the many uses to which the TRIMOUNT ROTARY HAND PUMP can be put to is shown in the accompanying illustration. Many people prefer sea water for their bath and on yachts a TRIMOUNT ROTARY HAND PUMP provides a simple, efficient and quick way for drawing sea water. A few turns of the handle

and you obtain a continuous stream without pulsation—equal to water under pressure. A child can operate it. It is compact, easy to install and can be attached in limited space. Made entirely of bronze. The TRIMOUNT HAND PUMP is invaluable for Bilge, Fire Fighting, Deck Flushing or wherever a hand pump is required.

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We also manufacture a line of power pumps, including a small (1/2" pipe size) HIGH SPEED POWER Pump.

Ask about the TRIMOUNT BILGE STRAINER—made of bronze and will last a lifetime

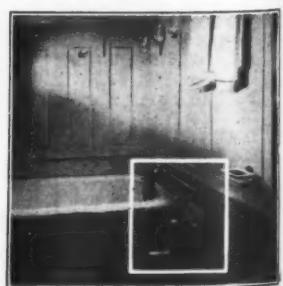
1/2" Pipe Size	\$1.50	1" Pipe Size	\$2.50
3/4" Pipe Size	1.50	1 1/4" Pipe Size	3.25

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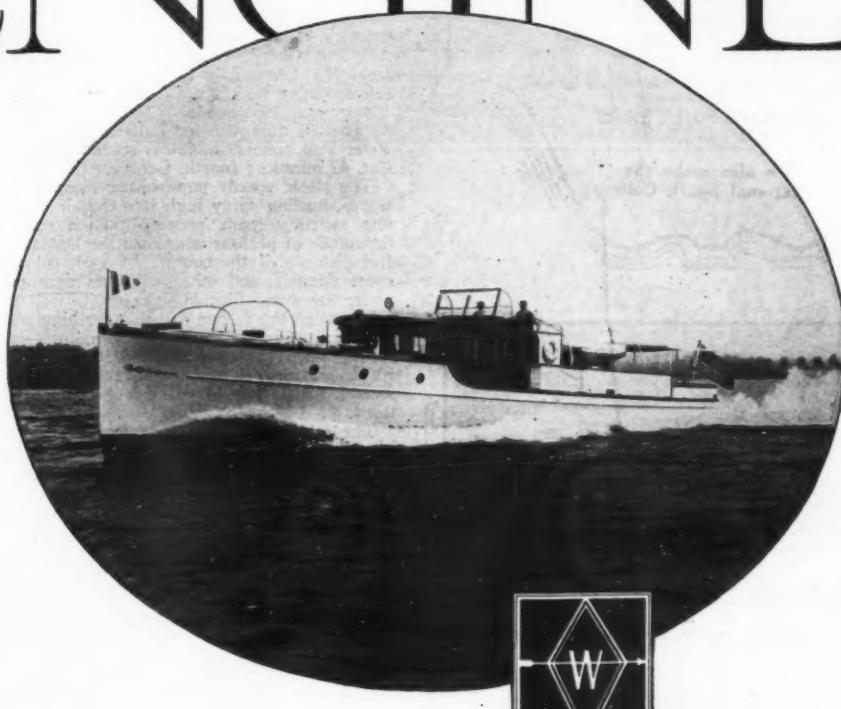
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DIESEL ENGINES, 50 TO 1000 H. P.

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"Pep up" the engine!

FOR quick-starting, fast get-away, speed and power, oldtimers agree "there's nothing to beat Jefferson Coils."

Fair weather or foul, depend on Jeffersons! Coils are water-proofed. Cases are water-tight. Vibrating type is also trouble-proof—has non-sticking points. Three types: Make and Break—Box-type—Edison-type. Distributed through leading marine hardware and electrical jobbers and dealers.

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with
Kermath "20"
Speed, 10 m.p.h.
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\$4500

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Bergen Beach Brooklyn, N. Y.
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Tampa Times Are Fast

(Continued from page 31)

unlimited hydroplane entry of the Davis Islands Yacht Club. Both boats were warming up on the south end of the course at the time. Miss Murok was hastily beached but sank while being towed to shore. Baby Sunshine, while only slightly damaged, was unable to compete in the free-for-all race later in the afternoon.

Undeniable, 510 hydroplane, owned by George P. Bassett, turned turtle and sank while negotiating a turn in the final heat of the 725 class runabouts. Mr. Bassett and Ed Mathias, his mechanician, floated about, supported by their life preservers until picked up by one of the patrol boats. Fortunately Undeniable was not seriously damaged.

With the exception of these spills, the regatta program went through in great shape. According to Commodore Caesar F. Irsch of the Davis Islands Yacht club, general chairman, the 1927 regatta boasted the largest number of entries of any regatta in recent years and Commodore F. E. Demarest of the Florida Power Boat Association, Commodore Irsch of the Davis Islands Yacht Club, Churchill McCuish of Davis Islands, chairman of the arrangements committee, and other officials were highly complimented for the excellent manner in which the various events were handled.

Sailboat enthusiasts were treated to some thrilling races on the opening afternoon, when graceful sailing craft from Tampa, St. Petersburg and the East Coast competed in three events. In the fifteen-foot class, Hell Cat won, with Ace of Hearts second and Ace of Spades, third. The time for the 2½ mile race was 57 and one-half minutes.

The Fish class sailboats, racing five miles, presented one of the most closely contested events on the entire program. Boat No. 3, sailed by George Orestman, won, time 1 hour and 15 seconds; Boat No. 1 sailed by Leon Frush, finished second in 1 hour, 15 3-5 seconds; Boat No. 2, sailed by W. Rifeley, finished third in 1 hour and 30 seconds.

The 2½ mile race for Hillsborough Bay sailboats was won by Peter Pan, time 29 minutes; second, Tot, 32 minutes; third, Hell Cat, 42 minutes; fourth, George Allender, 1 hour, 37 seconds.

The sleek, speedy powerboats, skimming and leaping over the waves, hurling spray high into the air and churning their wakes into swirling foam, provided action and thrills galore to the thousands of persons who lined the Davis Islands seawall for the full distance of the course. A vast, colorful throng, it was, in sport flannels, and other costumes appropriate to the outdoors under the warm Florida skies.

It was on the second day that thrilling action began. The first race—a free-for-all for outboard motors—brought a new world's record when E. J. Grady raced to first place in Sister Tampa. Sister Sanford, driven by Earl Gresh, St. Petersburg, finished second, with Sister Miami, driven by Henry McEwan of Tampa, third.

The second race of the second day's program produced the second world's record, a new mark for 151 class hydroplanes. Finishing in order behind Miss California in this event were Miss Spitfire V, owned and driven by James H. Rand, Jr., of Buffalo, N. Y., and Miss Spitfire VI, driven by Chris Wegneck, also of Buffalo.

Another entry that attracted considerable attention and which won the Tampa Bay regatta championship for 725 class runabouts, was Miss River Heights, driven by Ed Stowe, of Tampa. Miss River Heights won both heats of the 725 class races.

But the greatest thrill of the regatta came in the final race on the program, the grand free-for-all, in which a field of seven hydroplanes and runabouts were entered, including the gold cup boats.

The distance was ten miles, but before half a lap had been covered, the spectators were treated to the unusual sight of a 151 class hydroplane leading a pack which included the largest and fastest boats on the course.

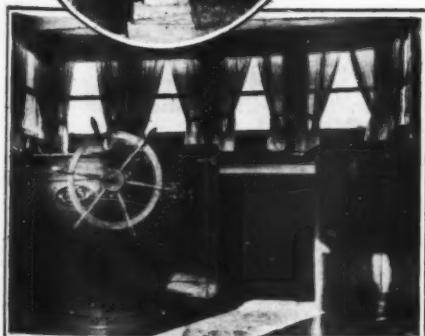
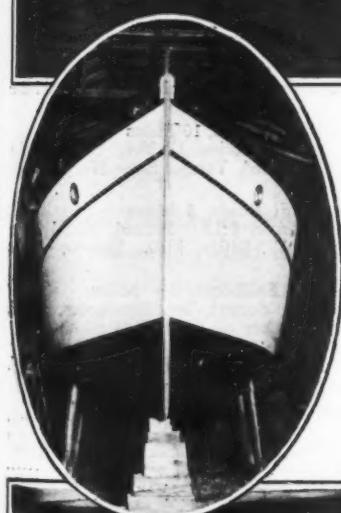
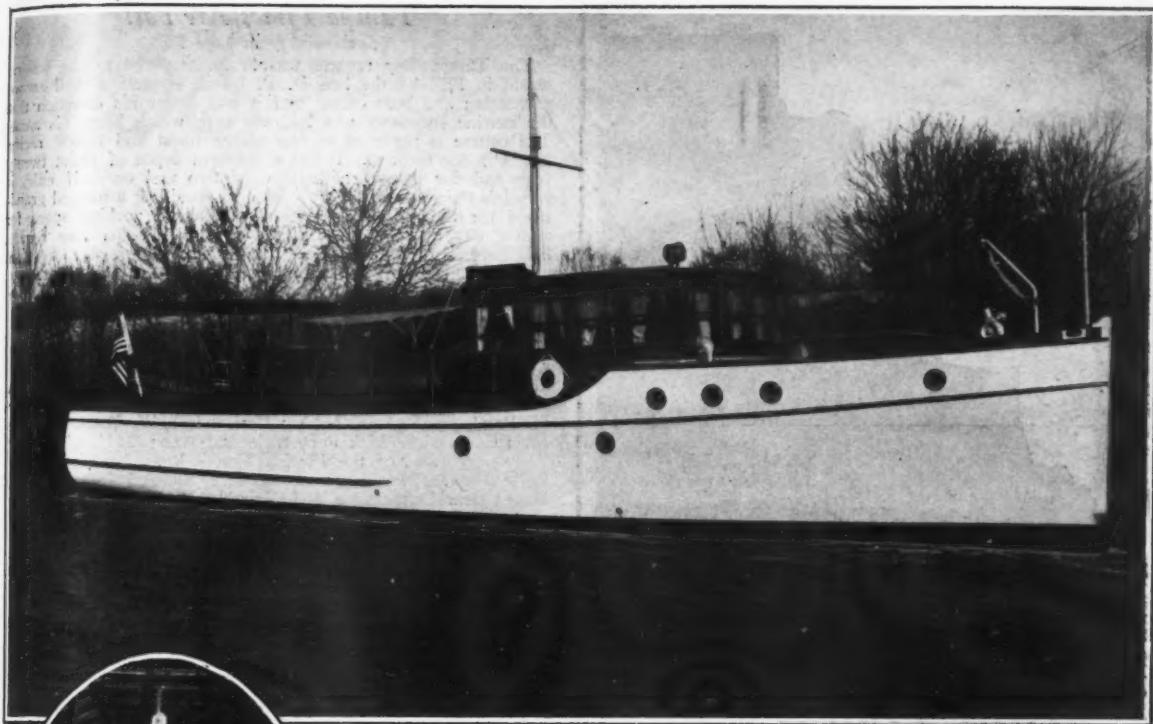
With her owner, Dick Loynes, at the wheel, the flashy little speed creation took the lead with the starting gun and was never headed. Around the two and one-half mile course Miss California sped, with the trim Sara-de-Sota in close pursuit, never more than ten lengths behind. Palm Beach Days was running third, with Miss Tampa in fourth position.

The little hydroplane, leaping and bouncing on the white-capped waves, seemed like a rabbit in frenzied flight before the smooth-running greyhounds of the regatta, the three gold cup boats.

Dick Loynes kept his foot to the floor and Miss California's nose close to the buoys on the turns. He finished nicely, averaging 50.2 miles an hour for the final event.

The regatta officially came to a close Saturday night at the Davis Islands coliseum where the annual yacht club ball was staged this year. Prizes were presented by Albert Thornton, president of the Tampa Board of Trade, after which the visiting yachtsmen and their wives were guests of the local regatta committee at the dance.

(Continued on page 104)



The Bridge is all Enclosed. A principal feature in the design of the Vinyard Fifty-Foot cruiser is that it is unnecessary for those aboard to go on deck to get from one part of the boat to any other part.

*Now Ready
for Delivery*
VINYARD
FIFTY-FOOT
TWIN-SCREW CRUISER

ONE of these famous Vinyard cruisers is now ready for the yachtsman who wants something different and better in a fifty-footer. Another will be completed June first. Before you buy a new cruiser investigate these standardized yachts.

In the Vinyard Fifty-Foot Twin-Screw Cruiser you actually receive more value for your money than that given by any other stock boat on the market. There are two cabins and eight 6'4" comfortable berths. Two toilets and fully furnished galley with Frigidaire electric refrigerator. Brief specifications: LENGTH, 50'; BEAM, 12'; DRAFT, 3'6"; POWER, two 65-H.P. Kermaths. SPEED, 17 miles an hour. ELECTRIC PLANT, Delco Lighting Set. KEEL is one piece of White Oak. PLANKING, outside, Edge Grain "Douglas Fir" 1 $\frac{3}{8}$ " thick. All controls convenient to steering wheel—a real one-man boat. Propeller, shaft struts, rudder, stuffing boxes, quadrant, intermediate struts and all hardware are solid BRONZE.

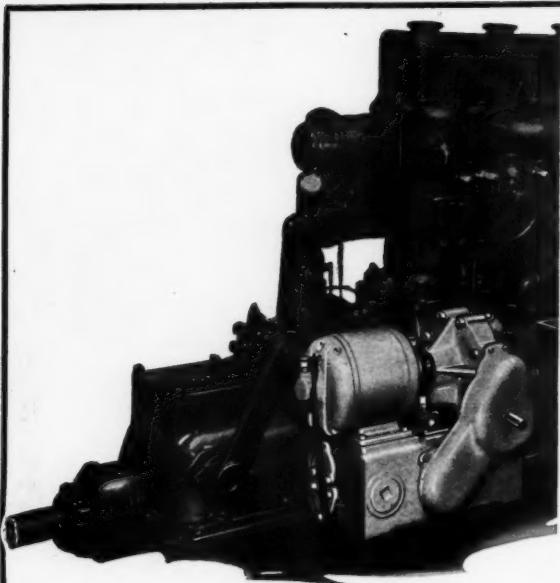
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REMOTE REVERSE GEAR
(Electro-Hydraulic)

Run Your Yacht Like an Automobile

To know yachting at its best one must experience the thrill that comes from complete control of both helm and engine without physical exertion. Power-operated remote control of the reverse gear and clutch makes this possible and gives the man on the bridge complete mastery of his craft. It permits women to navigate where formerly this was often laborious and impracticable.

Used in conjunction with our new line of hoists, windlasses and steerers, this newly devised remote control makes one-man navigation practicable for craft of moderate size.

The moving of the lever of the compact, non-magnetic control unit in the pilot house causes the electro-hydraulic power unit to operate the reverse gear and clutch, the reverse gear and clutch.

Full control of the engine is had at all times without effort.

American Engineering Company

2419 ARAMINGO AVENUE
PHILADELPHIA, PA.

Tampa Times Are Fast (Continued from page 102)

The Tampa Bay regatta was first introduced to the boating world in 1925 by the late D. P. Davis, himself a well known yachtsman and boat owner and it was under his direction that the marine speedway was laid out here which bears his name. The course is regarded as one of the finest and fastest racing plants in the country. It has a uniform depth of about twenty feet, and for its entire distance of two and one-half miles it parallels the seawall of Davis Islands, providing a natural grandstand for thousand of spectators and ample parking space for almost any number of automobiles. The Tampa Bay regatta held here in 1926 attained the distinction of being the largest in number of entries held in America since the World War.

On the judge's stand during the races were Commodore Edison Curry, of Bradenton; Commodore Robert Ringling, of Sarasota; Commodore D. F. Conkling of Palm Beach; Commodore Art Cheney, St. Petersburg; Capt. J. D. Hess, Jr., Palm Beach; Commodore F. E. Demarest of the Florida Power Boat Association, St. Petersburg; Commodore H. W. Willett, Mt. Dora; A. Knauer, Chicago; Commodore Al. Strum, St. Petersburg; James H. Rand, Jr., Buffalo, N. Y.; Commodore W. B. Selby, Sarasota; Commodore Dick Pope, Winter Haven; D. H. Lindsey, St. Petersburg, Sec. of the Florida Power Boat Association; Bob Ballard, St. Petersburg; Commodore Richard Inman, Winter Haven; Rear-Commodore R. J. Trimble, Mt. Dora, and others.

TAMPA BAY REGATTA Summary of Results—March 3, 4, 5, 1927

March 3, 1927

Fifteen-foot Sailboats, 2½ Miles

First, Hell Cat, 57½ minutes. Second, Ace of Hearts, 58 minutes. Third, Ace of Spades, 59 minutes.

Outboards, Class A, 2½ Miles

First, J. B. Roberts, 15:30.8. Second, L. C. Findley, 16:7.8.

Outboards, Class B, 5 Miles

First, Baby Seminole, Houston Wall, 18:1.2. Second, Aloma, Don Walker, 18:8.6.

Junior Gold Cup Boats, 10 Miles

First, Tampa Baby No. 6, Fred Cotina, 17:20.4. Second, Miss Kate, Harry Carta, 17:29.6. Third, Tampa Baby No. 7, Willie Williams, 17:34.6.

First Class Sail Boats, 5 Miles

First, No. 3, George Orestman, 1:15. Second, No. 1, Leon Frush, 1:15.6. Third, No. 2, W. R. Riley, 1:30. Fourth, George Allender, 1:37.

Hillsborough Bay Sailboats, 2½ Miles

First, Peter Pan, 29 minutes. Second, Tot, 32 minutes. Third, Hell Cat, 42 minutes. Fourth, Ace of Hearts, 44 minutes.

Outboards—Free-for-All, 5 Miles

First, Cocoa Rockledge, 13:24.4. Second, Baby Bandit, 13:39.4. Third, Sport Supply, 13:42.6.

725 Class Runabouts—3 Heats, 10 Miles

	First Heat	Sec. Heat	Third Heat
Miss River Heights, Ed Stowe, Tampa	14:15.4	13:48.2	13:58.8
Marma, E. K. McClinock, St. Petersburg	15:00.0	14:02	14:08
Murok, Cliff Burdick, St. Petersburg	15:07	.....	.....
Dunedin, Al Hodgson, St. Petersburg	.....	14:33	.....
Miss Lake Gem, Owen Cotter, Lake Gem	.....	.....	14:25

March 5, 1927

Outboard Free-for-All, 5 Miles

First, Sister Tampa, A. J. Grady, 12:1.2. Second, Sister Palm Beach, E. L. Knauer, 12:1.4. Third, Black Diamond, J. L. Patterson, 13.7.

Gold Cup Class, 25 Miles

First, Sara-de-Sota, Forrest Adair, 32:19.8. Second, Miss Tampa, Davis Island Yacht Club, 32:29.4. Third, Palm Beach Days, Wm. McP. Bigelow, 35:38.2.

Free-for-All, 10 Miles

First, Miss California, Dick Loynes, 11:56. Second, Sara-de-Sota, Fred Blossom, 12 minutes. Third, Palm Beach Days, Wm. McP. Bigelow, 12:53.4. Fourth, Miss Tampa, Otis Beard, 13:12. Fifth, Miss Spitfire VI, Chris Wenneck, 13:52. Sixth, Empty Pockets, Larry Diepolder, 14:25.

March 4, 1927

Outboard—Free-for-All, 5 Miles

First, Sister Tampa, E. J. Grady, 11:35. Second, Sister Sanford, Earl Gresh, 11:41.2. Third, Sister Miami, Henry McEwan, 12:30.

151 Class Hydroplane—3 Heats, 5 Miles Each

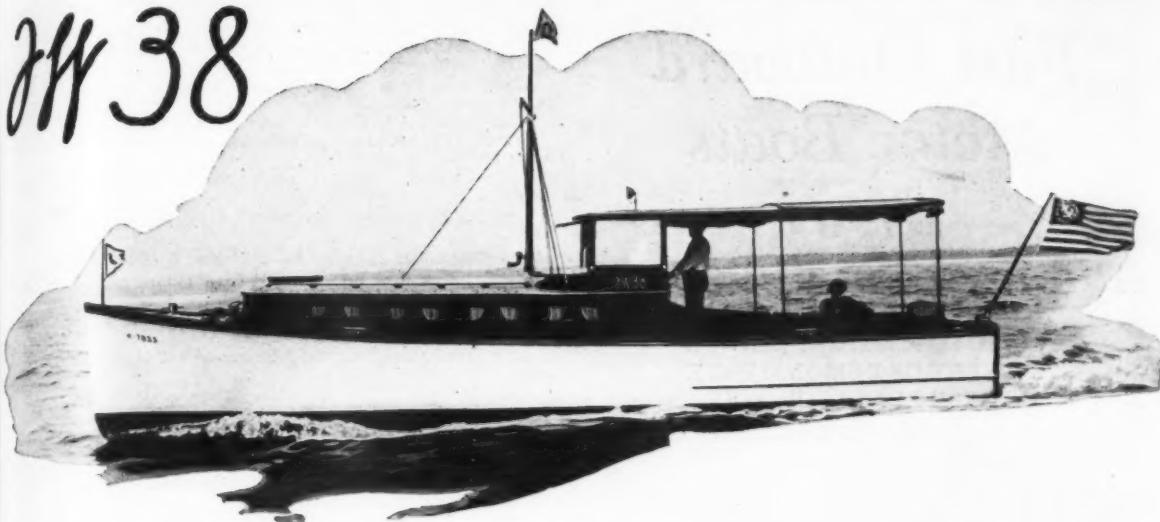
Miss California, Dick Loynes, Long Beach—First heat, 5:53.8; second heat, 6:14.6; third heat, 6:44.4.

Miss Spitfire V, J. H. Rand, Buffalo—First heat, 6:42.4; second heat, 6:57.0; third heat, 7:01.

Miss Spitfire VI, Chris Wenneck—First heat, 7:51.0; second heat, 8:11.0; third heat, 7:02.

(Continued on page 106)

JW38



**The JW38 Trunk Cabin Cruiser
is built to Wanamaker Specifications Throughout**

\$9,250

AFLOAT IN THE HUDSON

Livability... roominess... speed... power... beauty... ease of handling and reliability... These are the qualities we have studied and achieved for you in the JW38.

How well we have accomplished our purpose, how fine a boat we have built for the man or woman who wants a home afloat, can only be fully appreciated by a cruise on the JW38 herself.

Sterling—Petrel powered. Speed, 13 to 15 miles an hour with a trolling speed of 2 miles an hour. Cruising radius 300 miles. Truly luxurious accommodations for 6 persons. Length overall 38 ft.

Write for "Answering Triton's Call" the beautiful brochure illustrating and describing the JW38 in detail. But best of all, arrange NOW for a trial cruise when you can take the wheel and feel the thrill of her smooth, surging power under your own hand!

Drive a Hackercraft Runabout

**Trial Speed Trips Arranged Exclusively by
JOHN WANAMAKER NEW YORK**

24 ft. Dolphin (illustrated) \$3,450

28 ft. Dolphin De Luxe . \$4,950

A pair of thoroughbreds; the masterpieces of John L. Hacker, designer or originator of many of America's fast boats. Powered with Scripps Motors. Every lover of water sports should make it a point to see these beautiful speed boats, now on display in the Wanamaker Boat Exhibit. Distributors in N.Y., Pa., N.J. and Conn.

First Gallery, New Building

Broadway at
Ninth Street

JOHN WANAMAKER NEW YORK

Stuyvesant 4700
Extension 754

When writing please mention MOTOR BOATING, 119 West 40th Street, New York

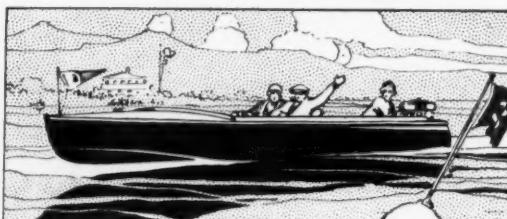


Fast Outboard Motor Boats

for

All Motors and Purposes

COME TO FLUSHING BRIDGE
AND LET US DEMONSTRATE
THESE BOATS FOR YOU



THE BI-PLANE



THE SPEEDABOUT



V-BOTTOM KNOCKABOUT

For Your
Convenience:
You will find a complete display of our
Outboard Motors and
Boats at
HAYNES GRIFFIN,
Inc.
41 West 43rd St.
New York City

Outboard Motors
Accessories
Service

BRUNO BECKHARD
OUTBOARD MOTOR HEADQUARTERS
FLUSHING, L. I. NEW YORK

Tampa Times Are Fast

(Continued from page 104)

510 Class Hydroplane—3 Heats, 5 Miles Each
Miss Spitfire V, J. H. Rand, Buffalo—First heat, 13:20½;
Undeniable, Percy Bassett, Winter Haven—First heat, 13:35½;
second heat, 13:21.

Miss Spitfire VI, Chris Wenneck—First heat, 15:54.
Streak O'Paint, Henry Villenkamp, Winter Haven—Third
heat, 15:18½.

Ethel Eleventh, Harry Sumner, St. Petersburg—Third heat,
14:41.

Empty Pockets, Larry Diepolder, St. Petersburg—Third heat,
15:01.

610 Class Runabouts—2 Heats, 5 Miles Each
Maybe Second, Cliff Burdick, St. Petersburg—First heat,
8:20½; second heat, 8:33½.

Miss Kate, Harry Carta, Tampa—First Heat, 8:47½; second
heat, 9:27.

T. J. Sixth, Fred Cortina, Tampa—First heat, 9:05; second
heat, 11:41.

T. J. Seventh, Willie Williams, Tampa—Second heat, 9:17.

Light Weight Oil Engine Set

A special generator unit, built by Cummins Engine Company, Columbus, Indiana, has been recently installed in Henry B. Joy's Yacht Spray II.

Spray II is an oil engine powered yacht, and it was consistent that the auxiliary generator unit should be able to use the same fuel as the main engine.

When the dimensions of the models of generator sets regularly built were checked against available space, it was found that there was insufficient length and width available for installation. The problem was difficult until it was decided by the engine builder and owner that it would be necessary to build a special unit for this particular condition.

It was absolutely essential to keep the weight below 3000 pounds gross for the complete generator set. To do this, the following parts were cast from special alloy aluminum to reduce weight: Sub Base, Engine Crankcase, Vertical Gear Housing, Upper and Lower Governor Housing, Inspection Doors, Breather Covers.

Normally, this unit in the standard design would weigh 4800 pounds, while the actual weight secured was 298 pounds scale weight. The saving of 1842 pounds was secured without reducing the strength of the unit in any necessary detail.

The standard dimensions of a similar unit are 89½" long x 44" wide x 64½" high. The special unit installed in Spray II had an overall length of 71" x 32" wide x 58½" high, the saving in length and width being sufficient to make installation and operation practical in the space available.

The completed generator set, has many interesting features in addition to its light weight and compact design. The unit is composed of a Cummins 2 Cylinder, 25 h. p. Special Oil Engine, with constant speed governor set for 550 r.p.m. speed. The engine governed so closely at any given load that the voltage variation of the generator did not exceed one volt.

In order to eliminate vertical plane vibration, the engine was designed with an 180 degree opposed crankshaft which was accurately counterweighted for the speed. The set was tested setting on the skids, and was not bolted to the floor at all. Vibration was negligible in this unit, even when operated at overload.

The flywheel is bolted to a large flange forged integral with the crankshaft and ran true within .002" at face and edge of 32 inch diameter rim.

The generator is a Westinghouse Type SK, capable of heavy overloads for long periods. The rated capacity of the generator for constant service, is 8 k.w.

The engine is capable of driving a much larger generator than that which was used—in fact, a single cylinder engine could drive a generator of 8 k.w., but for the purpose of securing the best running balance and 100% reserve power, the owner specified the two cylinder unit.

The generator set will be used to furnish power for lights, pumps, deck winch, Metal Mike, Gyro-Compass, Radio Phones and C. W., refrigerator and battery charging.

The unit will be required to operate all the time the yacht is under way, and in port, whenever required.

Pleased with Whistler

We are advised that Elliot Phillips, President of Devos & Raynolds Paint Company who recently received one of the Whistler type runabouts has been using it on the Indian River in Vero, Florida. Mr. Phillips is greatly pleased with the action of his boat, and announces that it is successful in every way.

Baby Gar

Highest Class Runabout

in the World

\$9,800 — \$11,800

Speed 50-55 miles per hour

*Built by Gar Wood**Write for Catalog*

Permanent Display and Showrooms

HOWARD W. LYON

INCORPORATED

HOTEL BARCLAY

532 LEXINGTON AVE. (at 49th St.)

NEW YORK, N. Y.

Telephone: Vanderbilt 4444

Have a **BABY GAR Jr** This Summer

IF you want to make the season of 1927 stand out in your memory as the most enjoyable summer you ever passed, decide right now to have a Baby Gar runabout this year. Of course there's good fun in any kind of a boat—cruiser, yacht, runabout or sailboat—but for all around sport, pleasure, utility and practical transportation you'll find nothing equals a fast runabout of the Baby Gar type for versatility and usefulness.

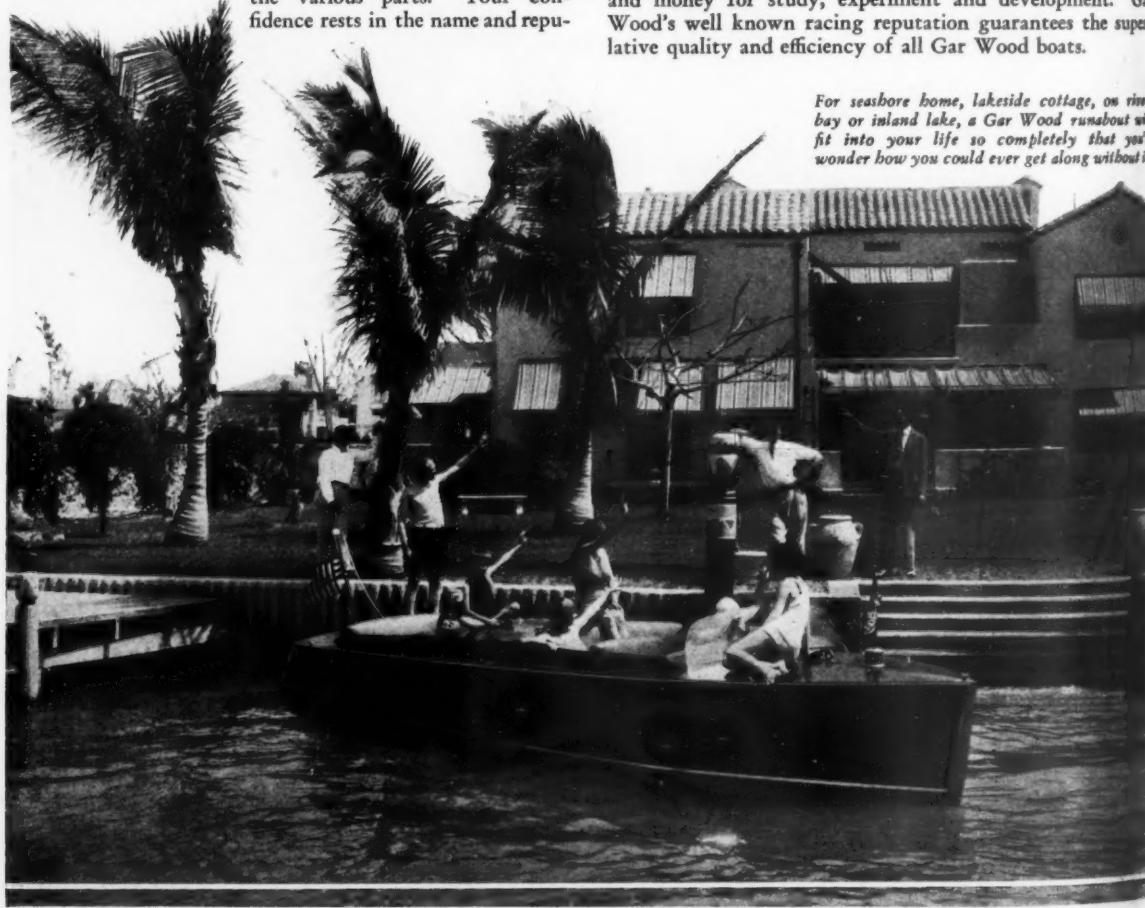
Now you can buy a boat as easily as you buy a car, thoroughly perfected and standardized in every detail. You can see the finished boat and ride in it, drive it yourself if you wish and experience the thrill that is equalled by no other sport. There's no gamble in buying a boat this way.

Choose Your Boat as You Would Choose an Automobile

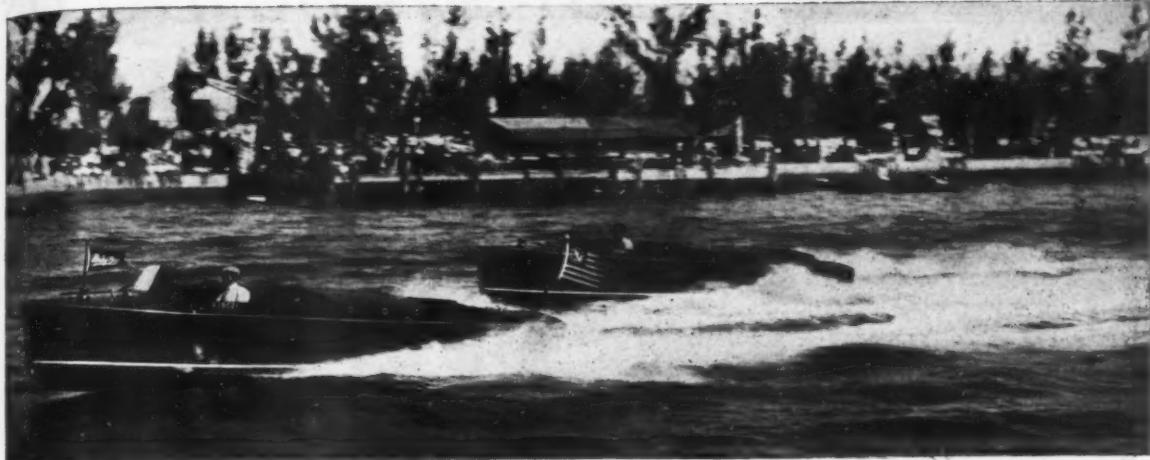
When you buy an automobile you don't bother to select separately the engine, transmission, chassis and body. You choose the car as a whole to fit your needs, knowing that the engineers who designed it were competent to decide the proper selection and relation of the various parts. Your confidence rests in the name and repu-

tation of the builder, based on the past record of his products. Why not choose your boat the same way? You know that no other builder of fast boats has produced so many winners as Gar Wood. No other has had so complete and successful a boating experience, nor has any other spent so much time and money for study, experiment and development. Gar Wood's well known racing reputation guarantees the superlative quality and efficiency of all Gar Wood boats.

For seashore home, lakeside cottage, on rim, bay or inland lake, a Gar Wood runabout will fit into your life so completely that you'll wonder how you could ever get along without it.



Advertising Index will be found on page 220



Make Your Decision on These Five Points

When you are deciding which runabout to buy, remember there are just these five points to consider: 1st, Seaworthiness—2nd, Safety—3rd, Comfort—4th, Silence—5th, Durability.

Seaworthiness—All Baby Gar runabouts will ride any sea you would care to navigate in an open boat. Furthermore they are especially good rough-water boats and give maximum speed for their weight and horsepower.

Safety—Not only safe in any sea, but easy to handle and control under all conditions,

banking inboard on the turns and turning within their own length at full speed.

Comfort—The hull underbody is properly designed to skim along the surface and plane easily in almost level position so there is no pounding. We believe they are the only boats with deep coil spring upholstery, and the coaming is shoulder high for added comfort.

You will find that Baby Gar runabouts excel in all these features and we welcome your careful observation and comparison of these points. We don't even mention Speed, which is obviously an outstanding feature of any boat built by Gar Wood.

Silence—So free from motor noise that you are scarcely conscious that a powerful engine is running in the boat.

Durability—No boat of this type is more sturdily built. Careful design of hull and power plant installation make the strains of ordinary service a negligible factor in the life of the boat. The construction is exceptionally heavy for this type of boat.

Seven Models—30 to 55 Miles per Hour—\$3500 to \$11800

Whatever your taste in runabouts, whatever your ideas of price, speed or horsepower, you will find they are met by one of the seven types of Baby Gars now offered.

26-ft. Baby Gar Jr.
30-32 miles per hour, \$3500
38-40 miles per hour, \$4000

Sedan
\$4100
\$4600

Baby Gar-28
45 miles per hour
\$6000

33-ft. Baby Gar
50 miles per hour, \$ 9800
50 miles per hour, \$11800

All prices f.o.b. Detroit

Don't fail to write today for catalog. Or better yet, visit any of our showrooms and examine the boats in detail. Demonstrations by appointment.

HOWARD W. LYON

INCORPORATED

PERMANENT EXHIBIT AND SHOWROOMS:

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London: 12 Regent St.
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Chicago: 301 West 37th St.
Los Angeles: 1210 Mateo St.

Boston: 316 North Beacon St.
Seattle: 2319 Fifth Av.

Detroit: 415 Connecticut Av.
Minneapolis: 528 University Av., S.E.

The following pages will give you an idea of the fine materials used in all Baby Gar runabouts, and their high quality construction.

Baby Gar Jr. Sedan, the All-Weather Boat
(Patents Applied For)



When writing please mention MOTOR BOATING, 119 West 40th Street, New York



Gar Wood Boats



Baby Gar Jrs. Are Powered with SCRIPPS Engines

Motors Famed for Dependability as Well as for Speed

THE STANDARD power equipment for Baby Gar, Jr., is the high grade Scripps Marine Engine, model F-6 or G-6, according to speed desired, and we advise against making any change in this specification. A complete survey and analysis of the marine motor market was made before Scripps motors were selected for standard equipment.

Scripps motors are used not only because of their excellent reputation for reliability, power, efficiency and fuel economy, and the financial strength and standing of the company that makes them, but because their design and construction is unusually simple and sturdy, free from small and intricate working parts, and requiring a minimum of service, attention and adjustment. Furthermore, their world-wide organization of agents and service stations insures that expert attention will be within reach if ever needed.

Housed in the separate motor compartment amidships, there is no engine noise, odor or vibration noticeable when running and it is seldom necessary to raise the hatches. An important feature of Gar Wood construction is the exceptionally solid foundation for the power plant installation, secured by running the heavy bed timbers the full length of the boat. This not only eliminates the heavy vibration and avoids eventual misalignment of the shaft, but it distributes the weight of the power unit over the entire hull.



In a few brief words, Gar Wood, who knows marine engines, tells you why SCRIPPS marine engines were selected as standard power equipment for his new Baby Gar Jr. runabouts. The page reproduced herewith from Gar Wood's catalog details some of the reasons. They are worthy of careful study.

This tribute to the efficiency of SCRIPPS engines is an articulate expression of the same appreciation of its qualities that many thousands of less prominent users also feel.

SCRIPPS engines are available in a size and type for every boating application
—10 to 150 H.P.

Let Gar Wood's
Choice of Scripps Engines
Be Your Guide in Buying a
New Power Plant for Your Boat

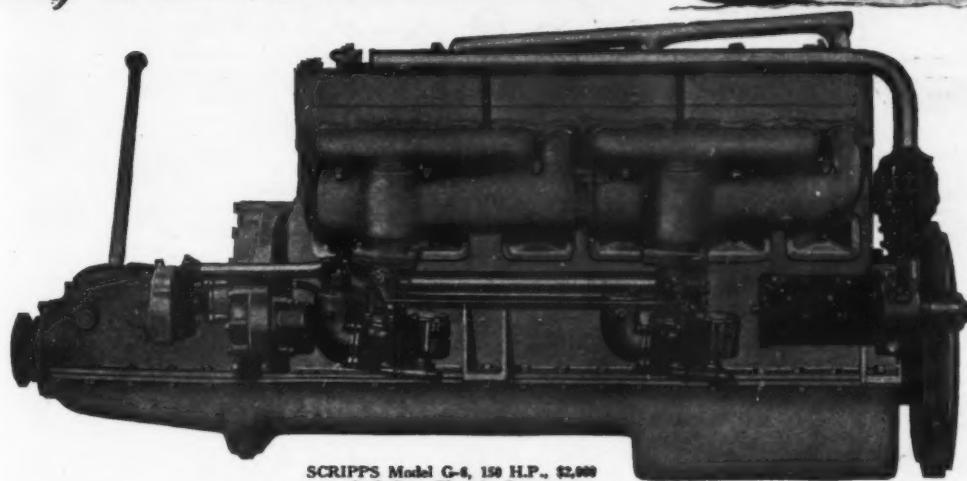
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Howard W. Lyon, Jr.

Baby Gar Runabouts



SCRIPPS Model G-6, 150 H.P., \$2,900
Including Electric Starter

Here are the Baby Gar Jr. Power Plants

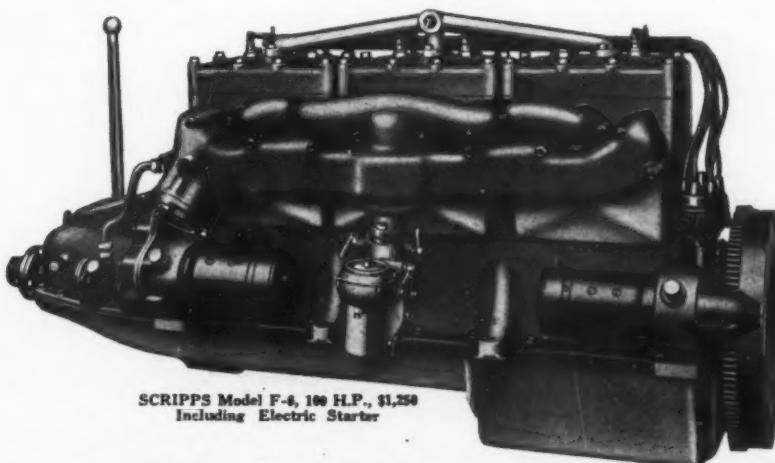
F-6 SCRIPPS 100 H.P. Speed 30-32 M.P.H.

THIS motor is a tried and proven power plant of the finest design with many refinements and conveniences for easy operation and ready accessibility. It is a six-cylinder engine with a bore and stroke of $3\frac{3}{4}$ " x 5" and a piston displacement of 331 cubic inches. Develops 106 H.P. at 2600 R.P.M. Weighs 750 lbs. Pressure feed lubrication. The crankshaft is $2\frac{1}{4}$ " in diameter, drop forged, ground and accurately balanced with patented counterweights. Ball bearing reverse gear with 90% reverse ratio. Also made in 50 H.P. medium duty type for cruisers.

The SCRIPPS world-wide organization of dealers and service stations is always within reach of SCRIPPS owners. Write today for further particulars on SCRIPPS marine motors.

G-6 SCRIPPS 150 H.P. Speed 38-40 M.P.H.

FOR faster travelling, the Baby Gar Jr. is powered with the G-6 SCRIPPS marine engine, giving a speed of 38-40 miles per hour. This engine develops 167 H.P. at 2000 R.P.M. and weighs 1,000 lbs. complete. It has six cylinders, bore and stroke of $4\frac{1}{4}$ " x $5\frac{3}{4}$ ", a piston displacement of 612 cubic inches and dual carburetion. Crankshaft is 3" in diameter, drop forged, ground and accurately balanced with patented counterweights. Pressure feed lubrication through drilled crankshaft. Ball bearing reverse gear with 90% reverse ratio. Also made in 100 H.P. medium duty type for cruisers.



SCRIPPS Model F-6, 100 H.P., \$1,250
Including Electric Starter

SCRIPPS MOTOR COMPANY
5819 Lincoln Ave. Detroit, Mich.

Hotel Barclay, New York.

New York
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Detroit
Minneapolis

San Francisco
Los Angeles
Seattle

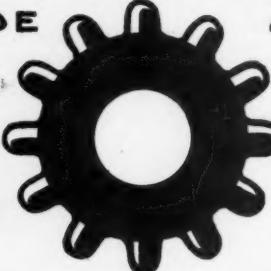


Gar Wood Boats

TRADE

MARK

CROSS



REVERSE GEARS

*Used in SCRIPPS Power Plants
on Baby Gar Jr. Runabouts*

THE SCRIPPS power plant in the Baby Gar Jr., built by Gar Wood, Inc., is fitted with a built-in Cross Reverse Gear.

The Cross Reverse Gear was adopted by Scripps because it guarantees longer life, maximum power to the propeller, and an absolute neutral. It has a clutch like velvet—and the gears run in oil. There is a total absence of propeller drag. All parts are interchangeable and easily accessible. A dependable reverse gear with a high quality engine in a good boat is a combination that can't be beaten, and you have this in the Baby Gar Jr.

Other Cross Products

Cross Oil Coolers Cross Reduction Gears
Cross Gear Boxes
Cross Combination Reverse and Reduction
Gear Units
Cross Conversion Units

Write today for further details



The Cross Ball Bearing Reverse Gear is made in three sizes for all H.Ps. As a separate unit installation on an extended motor base the Cross Gear is supplied in all enclosed oil-tight housing.



The Baby Gar Jr. 26-ft. runabout, powered with Scripps F-6 and G-6 marine engines, fitted with Cross Reverse Gears. Speeds 30 to 40 miles per hour.

CROSS GEAR & ENGINE COMPANY
3260 Bellevue Avenue

DETROIT, MICHIGAN, U. S. A.

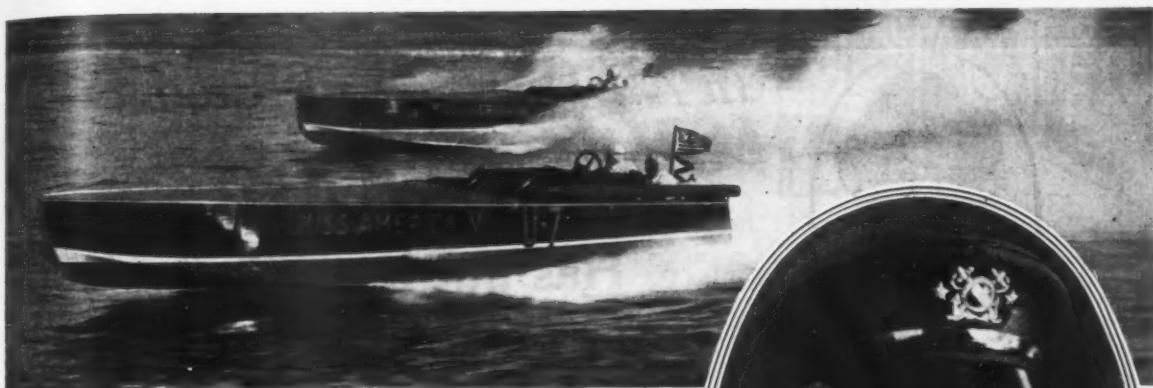
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Howard W. Lyon, Inc.

Baby Gar Runabouts



GARWOOD Puts His Faith in **DUPLEX** MARINE ENGINE OIL

"In Florida this year, as in years past, I used Duplex Marine Engine Oil as I know it is exactly right for all Gar Wood Engines. As heretofore we are continuing the policy of specifying the use of Duplex Marine Engine Oil in all engines and boats of our manufacture. We do this because we have conclusively proven that Duplex Marine Engine Oil gives results achieved by no other lubricants."

And So Do

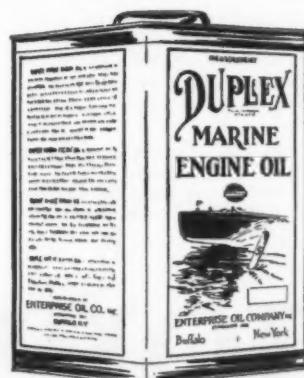
"We recommend Duplex Marine Engine Oil in the interests of better lubrication and we know, from comments received from our trade, from cruising to racing, that Duplex gives perfect satisfaction."

A. J. DOWNEY,
Vice-President and Genl. Mgr.

Think what it means when Gar Wood specifies Duplex Marine Engine Oil for all boats and engines of his manufacture! Remember the fastest time ever made through the water, fresh or salt, was made by Miss America V on Duplex. Give some real thought to the oil you use this year. Know why Duplex is endorsed so persistently by every marine authority. Send for the correct recommendations for your engine and boat. Tell us the make and model of your engine and we will tell you how to get years of extra service by running on Duplex.



Gar Wood's Favorite



DEALERS
find a remarkable repeat
sale for Duplex Marine
Engine Oil and Kasson
Waterproof Grease. Write
for the dealer proposition
today.

ENTERPRISE OIL COMPANY, Inc.

Marine Department, 162 Chandler Street, Buffalo, N. Y.

Hotel Barclay, New York.

New York
London
Berlin

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Detroit
Minneapolis

San Francisco
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Seattle



Gar Wood Boats



In All His Record Racing

GAR WOOD Has put it up to OLD MAN JOE

GAR WOOD has spent more than a million dollars in developing fast boats—most of it during the past twelve years. He has devoted his life to the selection and rejection of designs, materials and motors. His boats *lead* the world. And all through his twelve record-breaking years, he has standardized on Joes Gears. Why?

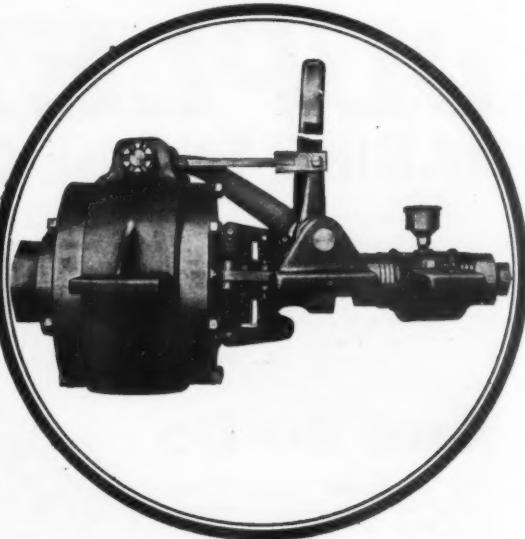
GAR WOOD trusts his races to Joes Gears because this trust has never been violated. Gar Wood knows gears. He says: "This gear was not adopted until after we had made a most rigid test of its ability to respond to the heavy work to which it was to be put; until experience convinced us of its rugged dependability. As a consequence, we have standardized on Joes reverse gears."

Recently Gar Wood's Miss America V made a salt water record of 80.46. Miss America V is equipped with *two* Liberty engines. Miss America II, who holds the world's record of 80.567, has *four* Liberties.

Both have Joes Gears, but the significant fact is that in Miss America V Joes Gears handled the tremendous strain that was distributed over four gears in Miss America II!

Joes Gears will give *you* the same good service they give Gar Wood—whether yours is a speed boat, runabout or a harbor tug.

Bulletin 25A will make you better acquainted with Joes Gears. Send for it, and along with it will come the new vest pocket "Rules o' the Road," while they last.



**REVERSE 80%-88%
OF MOTOR SPEED**

JOES FAMOUS REVERSE GEARS

Manufactured by The Snow & Petrelli Mfg. Co., 154B Brewery Street, New Haven, Conn.

SOLD AND SERVICED IN THIRTY PORTS

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Howard W. Lyon, Inc.

Baby Gar Runabouts



RELIANCE TACHOMETERS



MOUNTED ON
BLANCHARD
INSTRUMENT PANELS
Are Standard on the
Baby Gar Jr. and Baby Gar-28

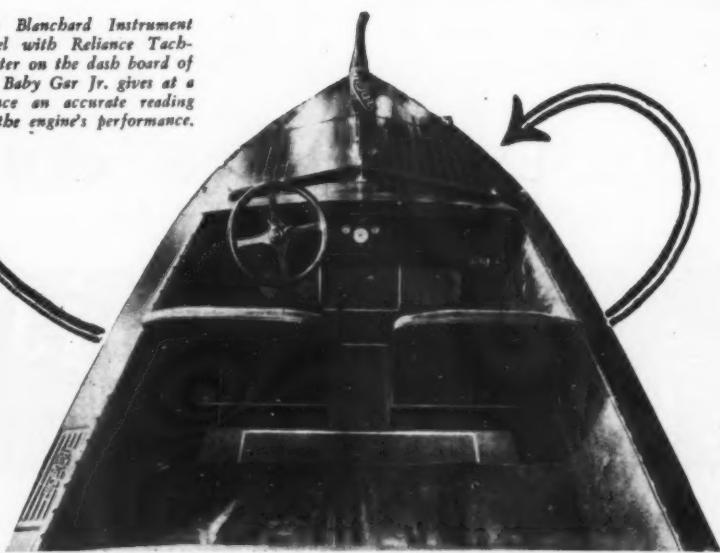
RELIANCE TACHOMETERS give such dependable service at all times that you invariably find them on the better class of boats. For accuracy, permanency and reliability they are unsurpassed. It is because of these features plus handsome appearance that Reliance Tachometers, mounted in Blanchard Instrument Panels with ammeter, oil gauge and water temperature indicator, are used as standard on Gar Wood's latest boats, the Baby Gar Jr. and Baby Gar-28.

Write today for illustrated booklet.

BLANCHARD INSTRUMENT CO.
CAMBRIDGE, MASSACHUSETTS

The Blanchard Instrument Panel with Reliance Tachometer on the dash board of the Baby Gar Jr. gives at a glance an accurate reading of the engine's performance.

*No Boat
Should Be
without a
RELIANCE*



*Insist on
RELIANCE
TACHOMETERS*

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Gar Wood Boats

Woolsey's

MARINE PAINTS and VARNISHES
Quality Products Since 1853

The Bottoms of all Baby Gar Runabouts
are protected with
WOOLSEY'S COPPER BEST PAINT



WHEN you purchase a Baby Gar Runabout you benefit directly by Gar Wood's unparalleled experience as king of the speed boat enthusiasts and the hundreds of thousands of dollars which he has spent in the designing and building of his many famous racing boats. You can be sure his choice of materials entering into the construction of Baby Gar runabouts is the result of superior quality. That is why the bottoms of all Baby Gar runabouts are finished with Woolsey's Copper BEST Paint.



YACHT WHITE

Unbeatable for Whiteness and Wearing Qualities. Will not crack, blister or peal. Leaves an ideal surface for repainting.

TUNGSPAR VARNISH

Tungspar is Waterproof and Will Not Turn White. Finishes with a High and Lasting Lustre. It is Elastic and Very Durable. A Particular Varnish—For Particular People.



C. A. WOOLSEY PAINT & COLOR CO.
JERSEY CITY, NEW JERSEY, U.S.A.

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Baby Gar Runabouts



GENUINE GRAND BASSAM

African Mahogany

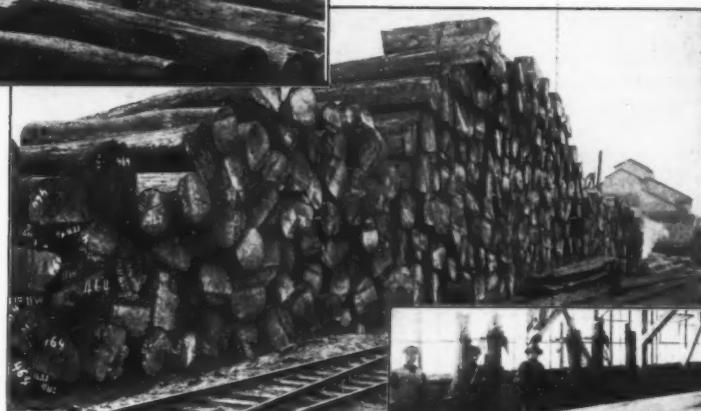
THE finest of all Mahoganies for boat building—both exterior and interior—for Runabouts, Speed Boats, Yachts and Cruisers,—due to its enormous size, long lengths and wide widths, fine texture of grain and fine finishing qualities.



The "Williams"
Familiar Trade Mark



African Mahogany—
Log Storage Pond—
Carteret, N. J.



Huge Pile of African
Mahogany Logs,
Carteret, N. J.

"We are more than satisfied with the lumber you have supplied to us. As a matter of fact, it is far superior in every respect to any lumber we have ever used and we have tried several sources of supply.

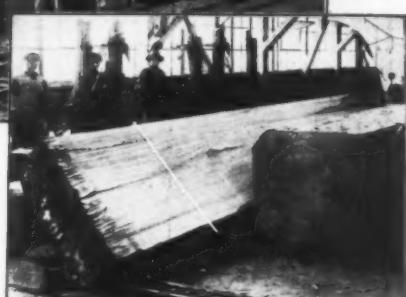
"The entire production of our high grade runabouts for season of 1927 will be made of the finest African Mahogany supplied to us by the Ichabod T. Williams & Sons.

(Signed) "GAR WOOD, Inc."

W. S. Smith,
General Manager.



"Sunning Racks"—
Before Piling.



African Mahogany Log "Opened" on
Band Mill.

Sawn African Ma-
hogany — Seasoned —
Ready for Shipment.
(These Piles are 38
Feet Long.)



Yards and
Saw Mills:
Carteret, N. J.

Ichabod T. Williams & Sons
Main Offices—220 Eleventh Avenue New York City

Mahogany
and
TEAK

New York
London
Boston

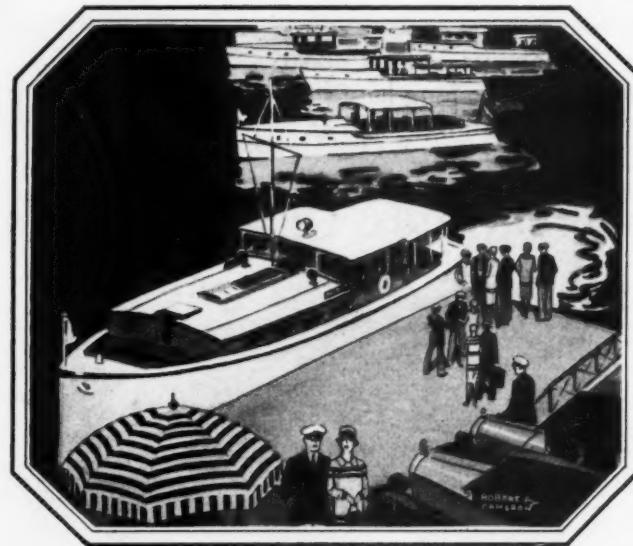
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Seattle

Hotel Barclay, New York.



Gar Wood Boats



On finer boats

Progress in the building of noteworthy boats is achieved by continuous discarding of failures and by clinging fast to successes.

In the designing of fine boats, the engineers select only equipment which they and many others have thoroughly tested and know to be successes.

It is for this reason that the designers of so many new craft follow the lead of their predecessors — and install the DéJon System . . . DéJon ELECTRIC CORPORATION, BUILDERS IGNITION TECHNIQUE, TOLEDO, O.

DéJon

Starting, Lighting and Ignition System



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Howard W. Lyon, Inc.

Baby Gar Runabouts



The "Speed King" Prefers BLACK & DECKER ELECTRIC TOOLS

"With the Pistol Grip and Trigger Switch"



EACH "Gar Wood" boat would cost hundreds of dollars more if the old hand methods were used in its construction.

In order to realize the importance of Black & Decker Electric Drills and Screw Drivers it is only necessary for you to know that a Baby Gar, Jr., is fastened with 10,169 screws and a 33-foot Baby Gar with 15,000 screws. A lead hole must be drilled for each screw, the hole must be countersunk and the screws driven, all of which is accomplished with Black & Decker High Speed Electric Tools.

It is interesting to know that the Wood Hydraulic Hoist & Body Co., affiliated with the Gar Wood Boat Co., is using about one hundred Black & Decker Portable Electric Tools.



THE BLACK & DECKER MFG. CO.
TOWSON, MD., U. S. A.

Black & Decker Mfg. Co., Limited, Toronto, Ontario

Black & Decker, Limited, Slough-Bucks, England

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Gar Wood Boats



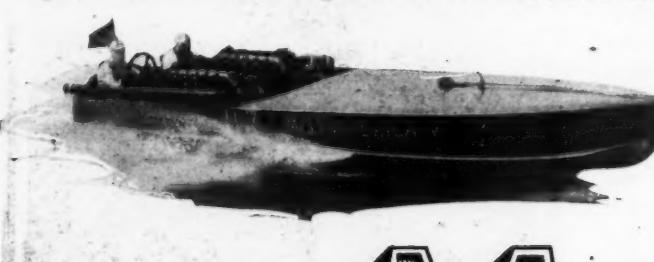
A New World's Record
80.47 Miles per Hour
with Monel Metal Shafts

Miss America V has two $1\frac{1}{4}$ " x 12' Monel Metal Propeller Shafts, each of which transmits a maximum of 560 H.P. at 2560 R.P.M. Imagine the strain on these shafts when driving the boat over 80 miles an hour.

LATE in March of this year at Miami Beach, Florida, Gar Wood established a new world's record on salt water of 80.47 miles per hour in Miss America V. (The record of 80.567 miles per hour set by Miss America II in fresh water in 1921 has stood unbroken ever since.) In many ways the new record is the more remarkable of the two.

Miss America II was a four-engined boat with twice the total horsepower installed in the two-engined Miss America V. Consider the advances in hull design, the perfecting of detail and engineering efficiency over a period of six years which make it possible to exceed 80 miles per hour again with just one-

half the power. Monel Metal for shafting has contributed a liberal share to this great advance in boat efficiency.



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Baby Gar Runabouts



Monel Metal Shafts Are Now Used and Specified by the Foremost Boat Builders and Naval Architects

GAR WOOD'S opinion of the best material for propeller shafting is shown by his use of a pair of Monel Metal shafts in Miss America V, and in his new super express cruiser Gar Sr. II, built and launched during the past winter for his personal use. Both of these boats are descended from a long line of famous racing boats and speed cruisers which have given him every opportunity to determine the most suitable materials and construction for every part of the boat.

No other metal combines so many desirable properties for propeller shafts as Monel Metal. It is completely non-corrosive in both fresh and salt water. It has steel-like strength, and greater stiffness to eliminate "whip" and vibration than any other non-corrosive shafting material. It takes a mirror-like polish that trebles the life of stern bearings and steady bearings, with lower frictional losses. It does not crystallize or become brittle with use. It is unequalled in straightness, uniformity, finish and freedom from flaws.

That is why Monel Metal shafts are used in such celebrated boats as Miss America V, Dick Loynes' Miss California, Richard F. Hoyt's Teaser, in standardized boats like Watercars, Chris-Crafts, Bearcats, and in commercial crafts, lighters, tugs, freighters and fishing boats.

THE same properties that make Monel Metal so valuable for propeller shafts, also make it the ideal metal for many other marine parts and fittings. Monel Metal is available in the following shapes and forms: sheets, tubing, strip, wire rope, wood screws, nails, rivets, bolts and nuts, lag screws, etc.

For hull fastenings and finishing there is nothing to equal Monel Metal wood screws, for strength, appearance and durability.

For detailed information about Monel Metal in any form, write to

The International Nickel Company (Inc.)
67 Wall Street
New York City

Gar Sr. II, Gar Wood's 45 mile super express cruiser has a pair of 450 H.P. Gar Wood marine engines, driving through 1 1/4" Monel Metal shafts. The guard rails on the deck are made of 1/2" Monel Metal wire rope.

Marine hardware of Monel Metal retains the brilliance of polished silver with a minimum of labor and attention.

Ask for "List B" of Monel Metal and Nickel Literature

Monel Metal is a technically refined Nickel-Copper alloy with 60% Nickel content. It is melted, refined, rolled and marketed under license. The name "Monel Metal" is a registered trade mark.

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EXPERIENCE is the greatest of all teachers. Gar Wood's long experience with boats has given him a first-hand demonstration of the serviceability and comparative values of all sorts of marine products. Time has taught Gar Wood that where the most effective and durable seam filler is needed that Kuhls' Elastic Seam Composition is the best. That is why it is used on all Baby Gar runabouts. One filling lasts eight to twelve years, giving absolute protection against seam leaks caused by changes in temperature, wetting and drying, swelling and shrinkage, etc. Kuhls' Elastic Seam Composition sets semi-hard, it never becomes brittle. It retains its original elasticity indefinitely, yielding with expansion and contraction but always adhering tightly to the seam sides.

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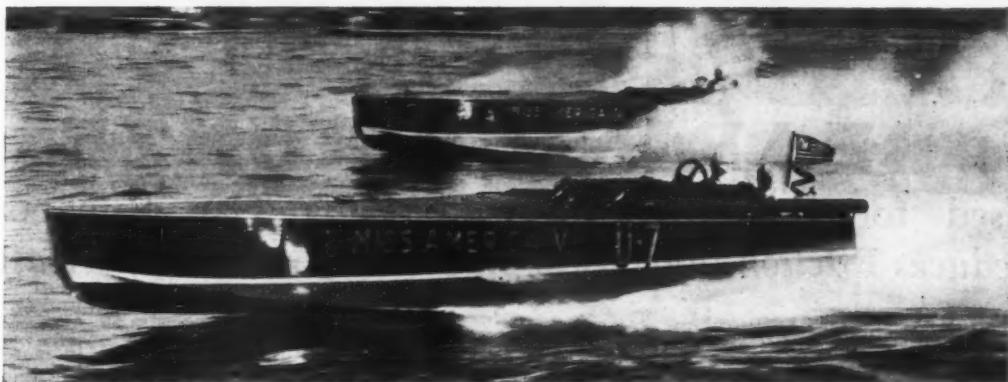
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ZENITH



Gar Wood's Miss Americas IV and V racing at Miami Beach, Florida

ZENITH carburetors were used on the Miss America I, with which Gar Wood won the Harmsworth Trophy in England in 1920. Each succeeding Miss America, successful Trophy defenders and world record makers, including Miss America V, with its speed of over 80.42 m.p.h., is Zenith-equipped.

Zenith carburetors are standard equipment on all Baby Gars and on all Gar Wood Marine Engines.

Marine engines have to meet the most severe strains and stresses at all speeds and under all conditions of weather and climate.

Zenith carburetion supplies the properly balanced fuel mixture which is so vital to the reliability, speed and smoothness of operation of the marine engine.

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Reduces Friction to a Minimum—Requires No Lubrication



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SABECO Bearing Bronze is the product of years of research and experimental work to produce a bearing metal that would be a true alloy and not a mechanical mixture. SABECO Bearing Bronze is made entirely from virgin metals, insuring uniformity and freedom from impurities. It will not disintegrate or separate out any of its constituents under the most severe conditions.

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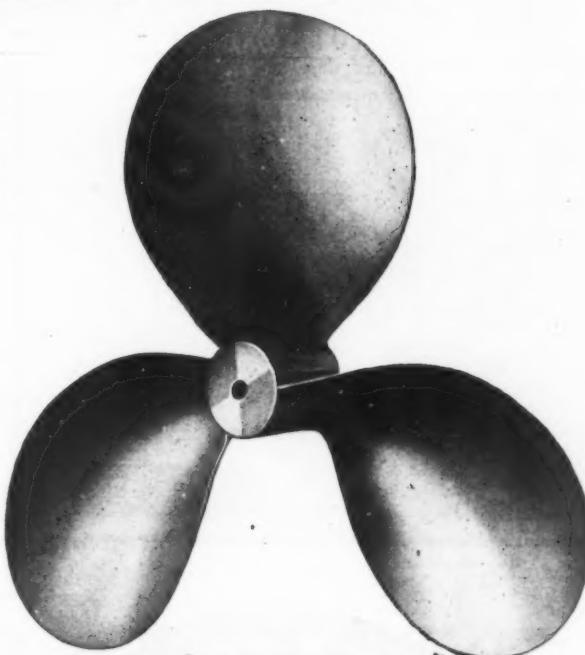


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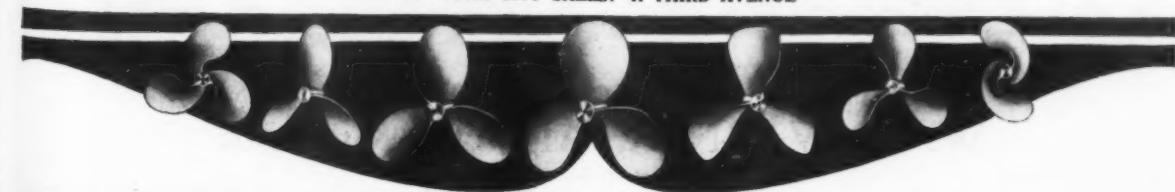
"Y'get out of a boat
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... an' nobody knows
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records!"

No one knows the "power value" of propellers better than Gar Wood; for no one has had greater opportunity to make careful comparisons over a long period of time. It is, then, with a feeling of triumph that we announce that Gar Wood, Inc., now use Columbian Bronze Propellers as standard equipment.

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Baby Gar Runabouts

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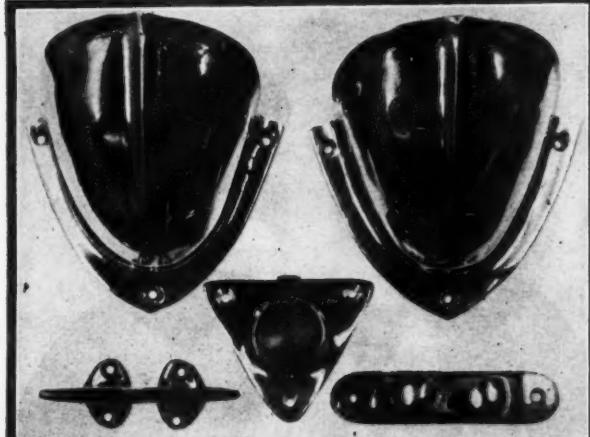
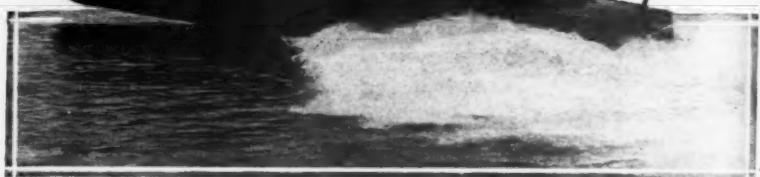
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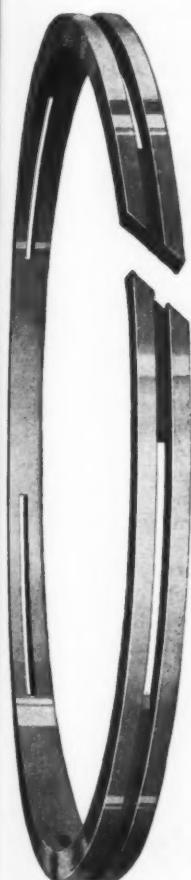
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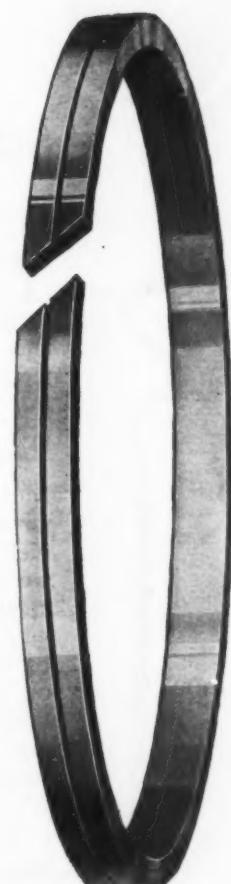
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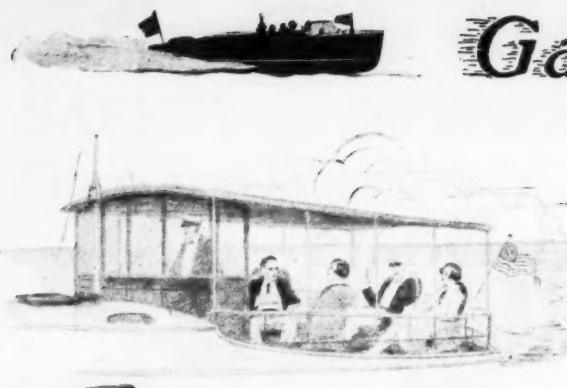
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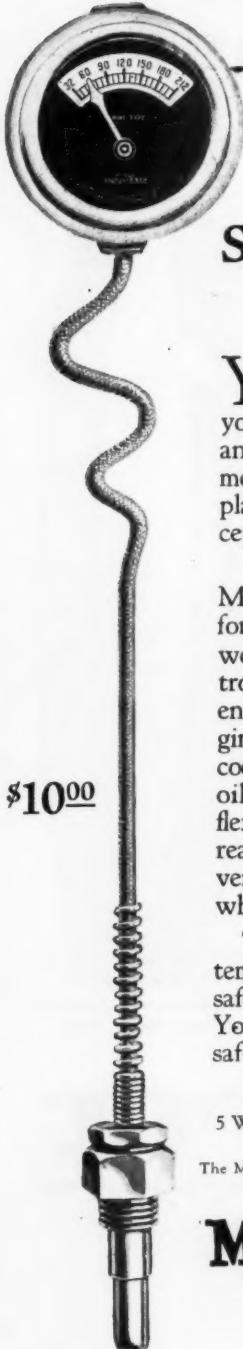
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Boyce Marine Type MotoMeters are used as standard equipment on Gar Wood Runabouts.

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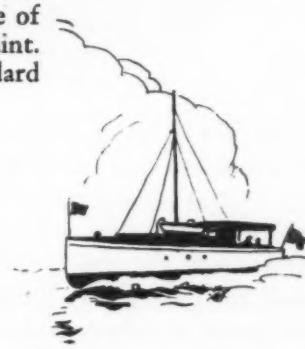
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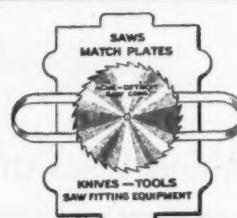
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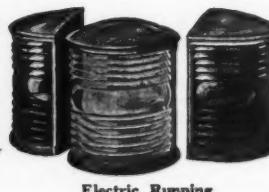
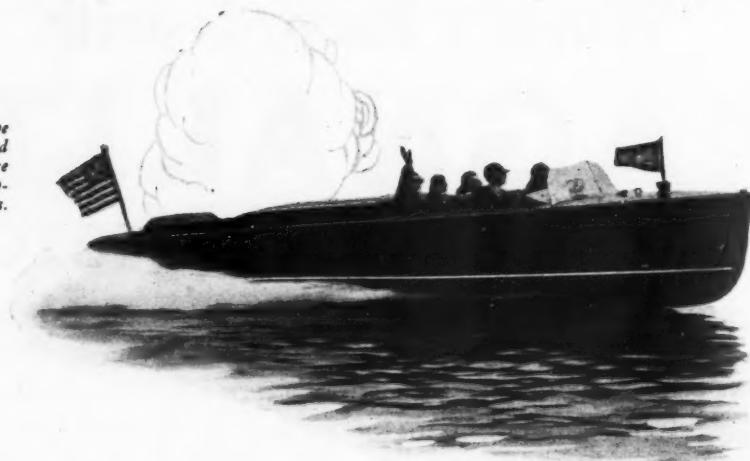
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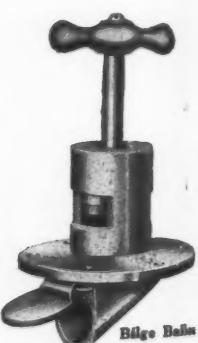
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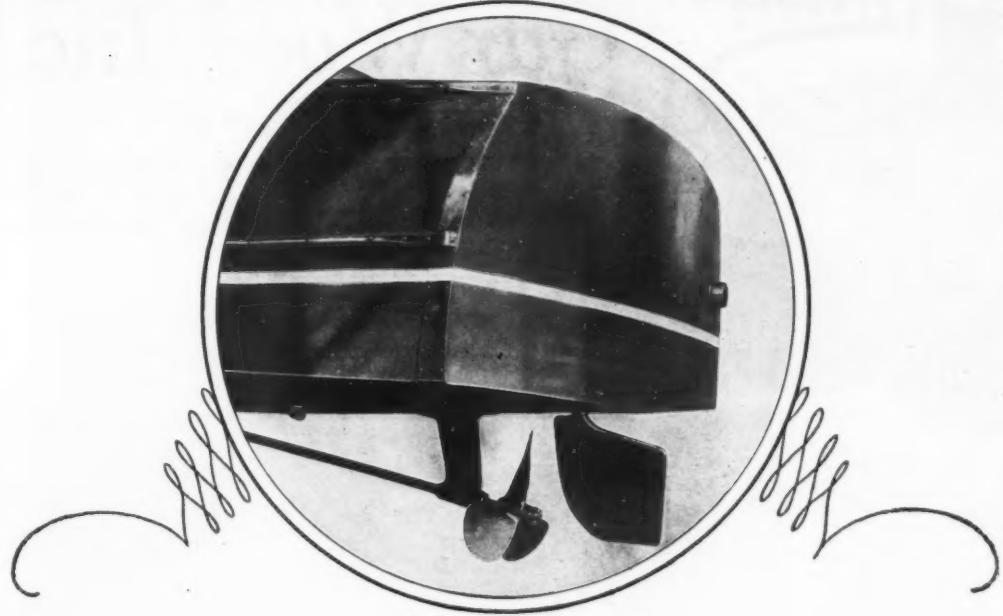
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GAR WOOD, famous builder of speed boats, uses Tobin Bronze shafting as standard equipment for the Baby Gar series of speed runabouts.

Tobin Bronze meets the requirements of high tensile strength, remarkable resistance to corrosion, toughness and uniformity of structure more economically than any other metal. This is why practically all leading boat builders use Tobin Bronze for shafting and under-water parts.

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AUTOPULSE

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New York—Schebler Carburetor Company, 58 West 65th St., New York City; V. E. Lacy, Charlotte Station, Rochester; Loveloy-Schell Co., 118 Beard Place, Syracuse; Battery & Starter Co., Inc., Buffalo, N. Y.
North Carolina—Motor & Equipment Co., 215 E. Davis St., Raleigh.
Ohio—Stager Auto Sales Co., 135-37 Michigan Ave., Toledo; Wright Automotive Service Co., 2217 Chester Ave., Cleveland.

Oregon—Jas. F. Morrell & Co., 88 N. 8th St., Portland.
Pennsylvania—Motor Parts Company, 818 N. Broad St., Philadelphia; Marine Equipment and Supply Co., 116 Walnut St., Philadelphia.
Texas—Automotive Electric Co., 2312 Main Street, Dallas.
Virginia—Richmond Battery & Ignition Co., 1839 W. Beard St., Richmond.
Washington—Sunset Electric Co., 11th and Pine Sts., Seattle.
Wisconsin—Lemke Electric Co., 141 Eighth St., Milwaukee.
Canada—Kermath Mfg. Co., 11 Wellington St., Toronto.
Ont.; Welch & Johnston, 472-476 Bank St., Ottawa.

Advertising Index will be found on page 220

MAY

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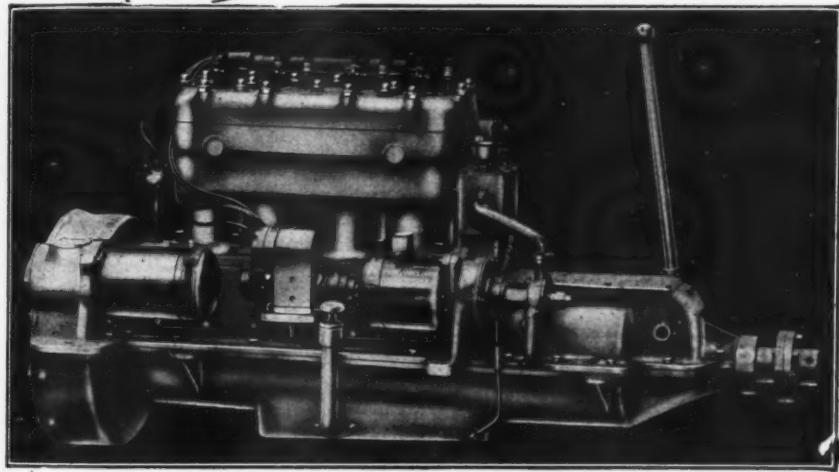
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More Praise for BRENNAN STANDARD MARINE MOTORS

AN ever increasing number of boat owners are discovering the surpassing performance and unbelievable dependability of BRENNAN Marine Motors.

A BRENNAN in your boat will mean the same to you that it does to thousands of others—that you have the advantage of a motor built to a standard of quality and exactness, not to a price. Yet with BRENNAN'S advanced production methods you can own one of these fine motors at an amazingly low price. In the BRENNAN you get the finest that engineering skill can give you and the benefits of thirty year's experience in designing and building marine engines. You have a power plant that is not only absolutely dependable but is vibrationless beyond belief. And remember, too, BRENNAN marine engines have a full 100% reverse speed.



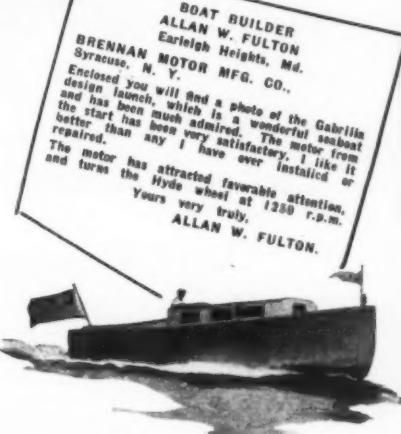
BRENNAN Model E-4, Medium Duty, 35 H.P. at 1000 R.P.M.; High Speed, 55 H.P. at 1600 R.P.M. Bore, 4½". Stroke, 5". Full 100% Reverse Speed.



This cruiser, owned by J. R. Blackwell of Auckland, N.Z., is powered with a BRENNAN E-4



Conventional type of standardized charter boat used at Thousand Islands and owned by Chas. Stevens of Alexandria Bay, N.Y. A BRENNAN E-4 furnishes the power.



Gabrilla, a 30-foot cruiser owned by Allan W. Fulton of Earleigh Heights, Md., and powered with an E-4 BRENNAN.

STANDARD MODELS
N-4 Four cylinder, 15-25 H.P. Bore 4". Stroke 5"
E-4 Four cylinder, 35-50 H.P. Bore 4½". Stroke 5"
D-6 Six cylinder, 50-75 H.P. Bore 4½". Stroke 5"

All models are equipped with a full 100% Reverse Speed

DELUXE MODELS
60 Six cylinders, 60 H.P. Bore 4", Stroke 5½"
100 Six cylinders, 65-100 H.P. Bore 4¾". Stroke 5½"
Gold Cup—Six cylinders. Bore 4½". Stroke 6½".

Write today for catalog showing entire line

BRENNAN MOTOR MANUFACTURING COMPANY
500 East Water Street

Syracuse, New York

When writing please mention MOTOR BOATING, 119 West 40th Street, New York

A Better Search Light In Every Way

LEBBY

TRADE MARK REG. U.S. PAT. OFF.

Lebby
Searchlight,
Cabin
Control
Type.

Following are results of recent tests at Corning, N. Y., Laboratories:

Size Light Tested	Test Voltage	Projection in Beam C. P.
7"	12 v.	340,000
10"	12 v.	450,000
14"	32 v.	710,000

Made in 3 sizes and equipped for following voltages: 6, 12, 24, 32, and 110 V. Finished in Polished Brass, Battleship Gray, Nickel-Plated, Crodon-Plated, and Black Nickel.

We also manufacture a complete line of running lights and cabin fixtures. Let us know your requirements.

THE NATIONAL MARINE LAMP CO.
FORESTVILLE, CONN.

Exclusive New England Distributors

for

Lockwood Outboard Motors

"Dart" Runabouts

Duplex Marine Oils

Meraco Speedsters

ATLANTIC RADIO &
MARINE CO.

20 Brookline Avenue
BOSTON, MASS.

Bringing Boats to the Customer

(Continued from page 45)

New York, Chicago, Detroit, Philadelphia, Boston, and other cities, now have boat sales rooms for the convenience of purchasers. In New York City alone there are some six or seven sales rooms devoted to the merchandising of runabouts and cruisers, as well as numerous sales rooms devoted to the outboard motor branch of the sport.

The pioneer exponent of the sales room as a help in permitting customers to easily inspect their product, was no doubt the Elco Company of Bayonne. Several years back they established their famous Port Elco near the Grand Central Palace, and this display has since served as a model for others. For several years the Elco Company pioneered the display room, and more recently others have seen the advantage of a permanent display.

Chris-Smith & Sons Company embarked on an extensive production program, and established a display room in New York City near the Pennsylvania station. This location is a particularly convenient one for persons travelling to and from the Long Island summer resorts, and without doubt many such persons have been interested in Chris Craft as a result.

Howard W. Lyon, the distributor for the famous Gar Wood runabouts, has established a sales room on Lexington Avenue in New York, where he also carries a full stock of the several standardized boats, which the Gar Wood Company produce. The purchaser can step in and out of the boats with ease, examine all parts with a critical eye, and make a selection in the easiest possible way. Since the engines and power plants of the boats form an important item, these are also mounted separately, so that they can be examined in every detail.

One of the newer sales rooms is the magnificent exhibit of the A. C. F. Company in which they show a complete line of their several cruiser sizes, and the Bear Cat runabouts, as well as the Hall-Scott engines. This sales room is in 57th Street, New York, in the heart of the high class automobile sales zone, and will without a question attract many passersby who have never previously given a thought to the ownership of a boat. The fact that they will be able to step in and examine these will be a great help in any sales effort. In addition the building which houses this display is of magnificent proportions, so that the effect of size, is very apparent, and the whole display fills one with the breadth of open spaces.

Wilbur Young, as Sales Representative for Dodge Water Cars, has also established a sales room where these can be examined. These quarters on 59th Street, New York, are in the center of the clubs and other social activities, and houses a display of Dodge Water Cars, as well as the smart little Richardson cruiser. Naturally, it is necessary to have boats afloat in the water at point convenient to the city, so that they can be shown readily. This is done by keeping a sample boat moored close by the city, so that a short automobile trip will take a prospective purchaser to the boat, which he can then operate himself.

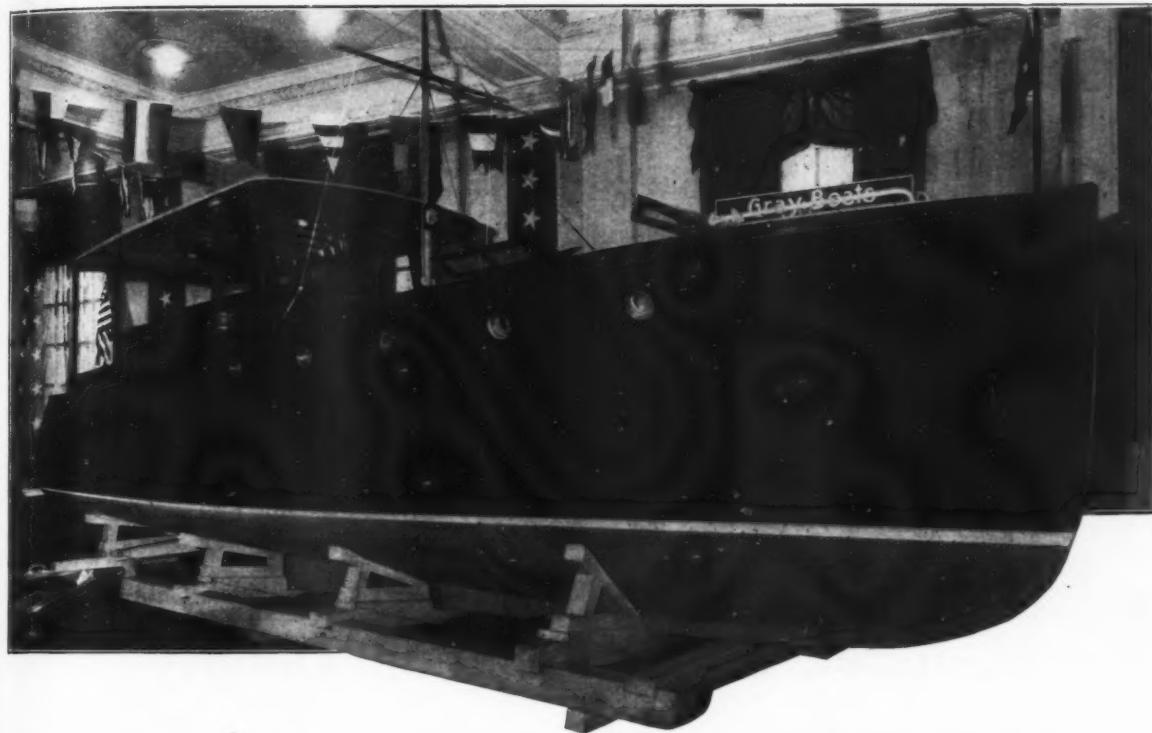
Another sales room is that established in the John Wanamaker stores, where a sample of the large cruiser, and the smaller runabouts have been on display. When shown in such a prominent setting as is possible in an establishment of this kind, the purchase or sale of a boat takes on a dignity which has heretofore been absent. In addition, the Wanamaker stores have added large stocks of boating accessories, which their clientele require.

There are also numerous stores which deal exclusively with outboard boats and engines, as well as many of the hardware and accessory dealers who maintain large establishments. All of these operate with the thought of bringing the boat, engine, or other merchandise to the customer. It is no longer necessary to seek a place to buy a boat, as the mere expression of a desire to own one, will result in invitations to see and inspect for yourself.

Similar conditions exist in other cities, and in Chicago there was recently opened an extensive motor boat and engine exchange, where leading manufacturers have grouped together to provide a permanent display or show where many different kinds of boats and engines are to be seen. This thought is an excellent one, and will no doubt be adopted in other large centers, where it might not be profitable for each individual company to establish a display room of its own.

Most popular of all the many displays at the Chicago mart are the little outboard boats and engines. The Johnson Motor Company in displaying its Aquaflyer has given a tremendous stimulus to all small boat builders as it forms the major topic of conversation for the outboard enthusiasts. Its pleasing appearance has made thousands of outboard converts who even though they may not get an Aquaflyer will be content with a less expensive boat.

Gray Boats



Thirty-Six Feet of Unmatched Beauty

OTHER GRAY CRUISERS

De Luxe Forty-five Footer

A handsome, comfortable and seaworthy boat designed especially for fast comfortable day cruising. Highest standard of construction throughout. Speed 20 miles per hour, with Speedway Model M, 8 cylinder, 200 h.p. engine. Price \$18,000.00 afloat at Thomaston, Maine.

Twenty-eight Foot

A remarkable boat for its size; accommodates four people. The berths are 6 feet, 6 inches and the headroom 6 feet. Powered with a Fay & Bown 25 h.p. marine engine; speed 9 miles per hour. Price \$3,500.00 afloat at Thomaston, Maine.

BESIDES giving superlative performance, the Gray Thirty-Six Cruiser offers many notable advantages in beauty, luxury, and accommodations. Entirely finished in mahogany, tastefully proportioned and rakish of line, the Gray Thirty-Six is without question the most beautiful standardized cruiser on the market. Luxuriously fitted with every essential convenience and refinement that one could wish for on a craft of equal size, you will find ownership of this elegant cruiser a continuous source of genuine boating joy.

Accommodations include two cabins, separate galley, lavatory, and five berths. The cockpit is spacious and semi-enclosed. Speed 15 miles an hour with a SCRIPPS E-6, si. cylinder, 65-100 H.P. marine engine. Price ready for cruising, \$8,500 afloat at Thomaston, Me.

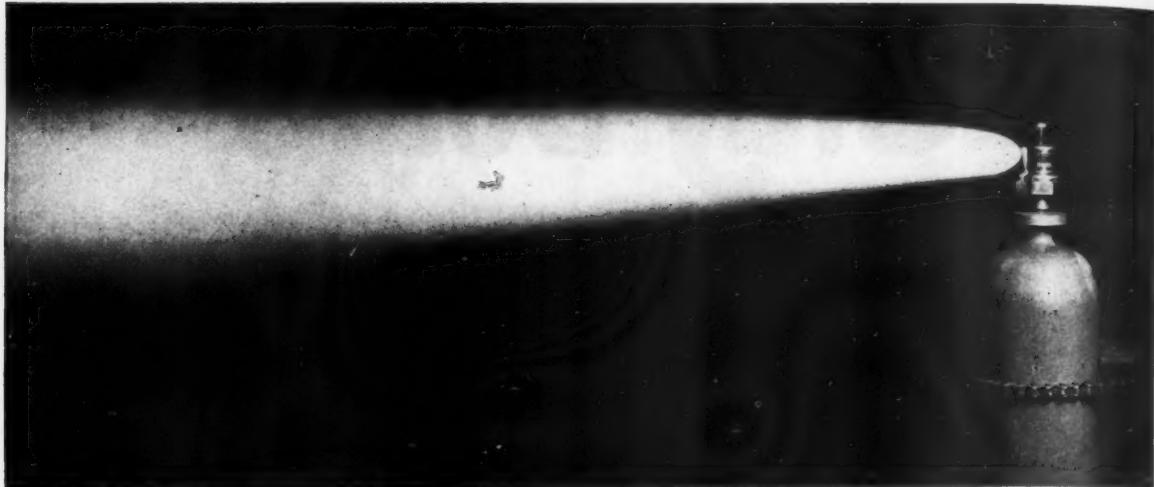
Write Today for Complete Details

GRAY BOATS, Thomaston, Me.

WESTERN REPRESENTATIVE

CARL R. GRAY, Jr., Central Manufacturing District Bank, 1112 West 35th St., Chicago, Ill.

When writing please mention MOTOR BOATING, 119 West 40th Street, New York



FIRE INSTANTLY EXTINGUISHED

Instantaneously—automatically—CO₂ gas completely blankets a fire zone when the smallest blaze puts in an appearance. It totally extinguishes every particle of flame in less than 30 seconds. Fire and CO₂ simply cannot exist together.

CO₂ is harmless in its operation. This non-in-

jurious gas will not in the slightest degree spoil the most delicate fabric. In no way will the fumes seriously effect a human being.

Make your boat safe from fire with CO₂ Fire Equipment System. Send us your inquiry for complete information.

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GIBBS GAS ENGINE CO.
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MARINE EQUIPMENT & SUPPLY CO.
116 Walnut Street, Philadelphia, Pa.
BRYANT & GRAY SHIPYARDS
West Palm Beach, Florida

CO₂ FIRE EQUIPMENT CO., 300 Fay Building, Los Angeles, Cal.

Gannet, A Combination Dinghy

(Continued from page 47)

construction elevation plan. The stem should be gotten out from a oak knee with the grain running in the direction of the shape of the stem as closely as possible, cut your rabbet in the stem after shaping up the outline of the stem. The forward face of the stem should have a siding of about $\frac{3}{8}$ of an inch if a stem band is to be used. The stern knee needs no explanation. With all of these items out and having them properly fastened together the boat is ready for setting up. Be sure and set her up high enough so that you can get under her for planking. Carefully block her up that she is true and rigid, set the moulds in their respective places properly tying them in place also. Now we are ready for the framing. By using heavier ribbands than are usually used the frames can be bent right into the hull while hot, holding them in place with screw clamps. Space the ribbands close together in bending frames this way, or you are apt to have flat spots between ribbands. The frames are one inch by three-quarters of an inch, laid flat, laying them this way will make them much easier to bend. The heels of the frames are shown landing on top of the keel batten, by doing this a small space will be left alongside the keel batten, these spaces will act as limbers. Screw fasten the heel of the frames to the keel batten. I overlooked to mention the cutting of the centerboard slot, the location is given on the drawings. Slot is to be one-half inch wide and sixteen and one-quarter inches long, the head-edges for the trunk are to go right through the keel, so when they are put in, the slot opening will be twelve and three-quarter inches. Bed logs of the trunk are of one-inch pine, the fit between the bottom of the bed logs and the top of the keel batten should be very carefully done to avoid any possible leakage at this point when the job is completed and in use. Through bolts should be used. Also set up this joint with thick white lead paint. Holes should be bored in the top of the bed logs for dowels to fasten the upper part of the trunk sides to the bed logs. These dowels can be laid in with a good marine glue. The seams in the sides and ends of the trunk can also be caulked. When the boat is all framed up, fit the floor timbers on each frame, these are to be of oak, sized five-eighths inches and molded to have a depth at the centerline of about one inch above the top of the keel batten. These should be copper riveted or bolted to the frames. The molds will have to remain

in the boat until she is planked so the seat riser and gunwale cannot be fitted until the molds are out.

The planking job on Gannet will be much more of a task than planking a flat or V bottom boat. The first plank to get out is the garboard or the plank next to the keel. To get the shape for this plank, tack a thin piece of wood cut roughly to fit up against the keel, tack this piece on the frames, take a pair of dividers, set them so that they will span the widest opening between the keel and the plank. With the dividers prick off a spot every few inches for the full length of the plank. Take this plank off and by shaping it to the prick marks a pattern for the garboard stroke will be had. This pattern can now be laid on your stock and the garboard cut out and fitted to the hull. The planking should be copper riveted to the frames. The hood ends on the planks that is the ends on the stem and transom should be fastened with brass screws. For getting the widths of the remaining plank, measure off the girths at each of the stations from the garboard to the frame heads. Divide this into an equal number of parts, for instance say the girth is thirty inches at one station and six planks are wanted, dividing thirty by six will give planks five inches wide, if the next station should have a girth of twenty-seven inches, the planks at this station will be four and one-half inches wide. To get the shape of the edge of plank it should be spiled off as was the garboard strakes.

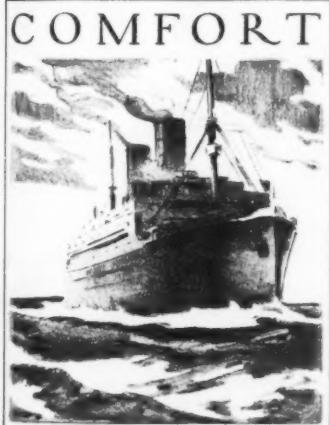
From the stern mould cut out the shape of the transom. I would make this of mahogany about seven-eighths inches thick. Screw the ends of the plank to the transom, a much neater and stronger job can be had by making this joint, butting the ends of the planks up against the transom and screw fastening them to a piece of oak about one inch square fastened to the transom, to form a sort of a rabbet.

With all of the foregoing work properly fastened the molds can be removed from the hull, making it possible to fit the gunwale, which is a piece of mahogany, five-eighths by one and one-half inches, this is to be fastened to the frame heads and to fit into the breast hook and stern knee as shown on the construction plan. The seat riser is a piece of oak or yellow pine, five-eighths by one and one-half inches running the full length of the boat, located about seven and seven-eighths inches below

(Continued on page 148)

A.C.F.
Cruisers

Forty-Seven Feet of Splendid Ease

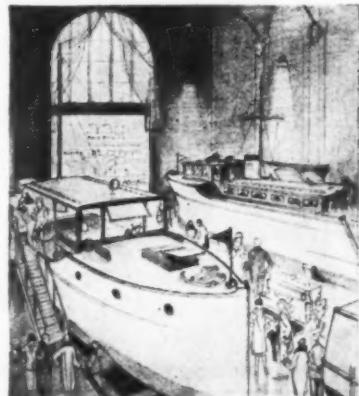


We have established a new department for Custom Built Yachts and invite your inquiries.

This handsome, dashing 47-ft. A. C. F. Cruiser has found the "open sesame" to cruising comfort and spaciousness. Her designers, of course, gave their first thought to seaworthiness—balance, stability, strength, without comparison in similar sized yachts. Each A. C. F. Cruiser rides "as smooth as silk." Then came the application of years of scientific study to features of arrangement, roominess, lounging comfort. Cockpit for seating eight persons; cabins with full headroom; galley with wide armroom, ample storage spaces; comfortable berths for eight. Built-in bureaus, china cabinets, lavatories, ice-chest, sinks, complete furnishings, such as silverware, linens, bedding, upholstered furniture, rugs, kitchen utensils, etc., make living on the A. C. F. 47-foot Cruiser always a delight. Deserving of most critical

appreciation are the Hall-Scott Marine Engines with which all A. C. F. Cruisers are powered. 100 horsepower—effortless action—cruising radius 700 miles.

The A. C. F. Cruisers are in the following sizes: 68 ft., 47 ft., 41 ft. and 35 ft.



AMERICAN CAR AND FOUNDRY COMPANY
217 West 57th Street, New York City

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Miami, Florida—Chenevert & Co., 615 First National Bank Bldg. West Palm Beach, Florida—C. P. Whitney, care of Bryant & Gray. Chicago, Ill.—Ward A. Robinson, 58 E. Washington St. Detroit, Mich.—Chenevert & Co., 323 Ford Bldg.

A. C. F. Cruiser designed by Eldridge-McInnes, Inc., Naval Architects

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FINER WORKMANSHIP
MORE ECONOMICAL
LASTING ENDURANCE

**Prices of
STEARNS AUTOMATIC
LIGHTING SETS**

Prices with Glass or Rubber Jar Batteries

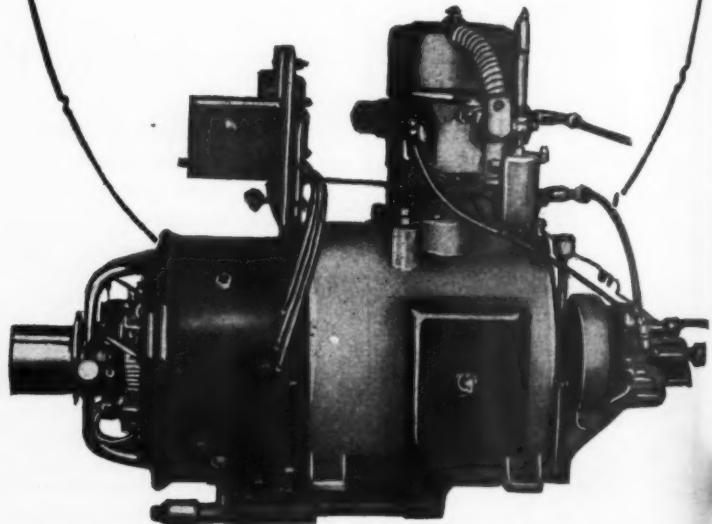
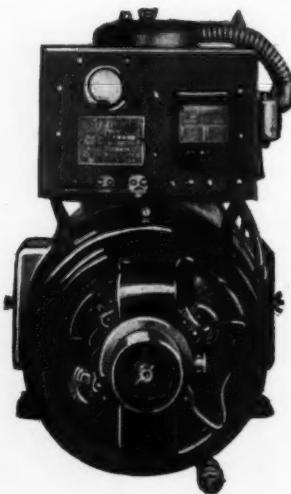
32-volt 1500 Watt Unit with 120 A.H. battery	\$445.00
Same with 165 A.H. battery	476.00
Same with 200 A.H. battery	492.00
Same with 245 A.H. battery	506.00
Same with 285 A.H. battery	520.00

Prices on 110-Volt Unit complete with
batteries upon request

*Specify type and size of battery when ordering.
Stearns Ten Year Battery will be furnished
in sizes mentioned at no additional charge.*

**EXTRA RESERVE
STEARNS
LIGHTING PLANT**

A STEARNS Automatic Electric Generating Unit on your boat will give you all the conveniences of house current. Dependable power for every need—illuminating, heating, cooking, operating electrically controlled auxiliaries, etc. It starts by pressing button and stops automatically when battery is fully charged. Runs on kerosene or gasoline. The STEARNS lighting set is all enclosed, practically noiseless and vibrationless, and will give years of uninterrupted service. Install a STEARNS lighting plant on your boat this season.



**A Good Boat Deserves a Good Electric
Lighting Plant. Stearns Automatic Lighting
Sets Are Worthy of the Finest Craft Afloat.**

Go to the STEARNS dealer nearest to you and let him show you the STEARNS EXTRA RESERVE MARINE ENGINE and the STEARNS Automatic Lighting Set. We will gladly send you further details and catalog but we earnestly urge you to visit one of our dealers and see these famous marine motors and automatic electric lighting plants.

EXTRA RESERVE STEARNS MARINE ENGINE

BETTER PERFORMANCE
GREATER VALUE
HIGHER QUALITY

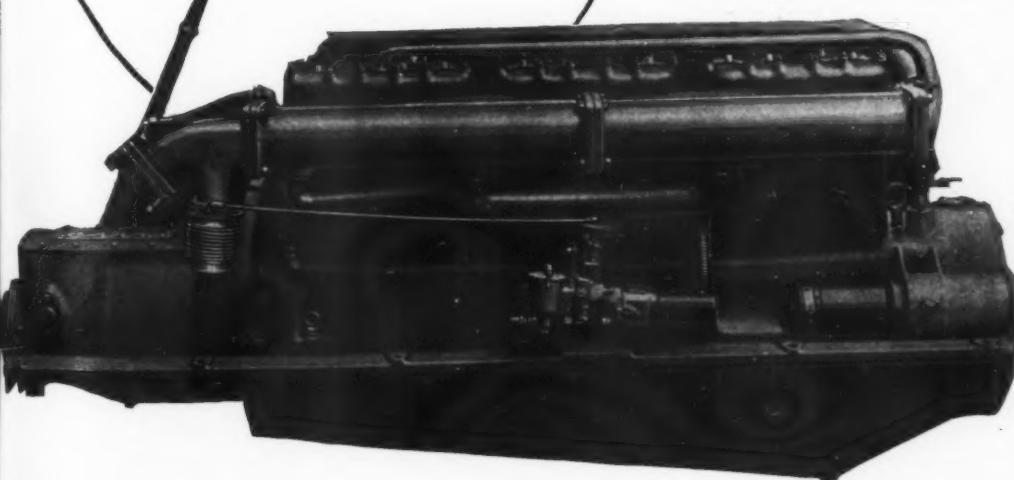
WHERE the "going" is hardest the STEARNS Six is always a victor. That extra reserve of strength and in-built quality bring the STEARNS powered boat home against the odds that defeat others.

A large percentage of STEARNS marine engines are installed on commercial boats and fishing vessels where performance is counted in dollars and cents of upkeep and operating costs, in addition to absolute dependability under all conditions. Still the greatest number of STEARNS power plants are on pleasure boats where the factor of SAFETY is placed above all others. You will find the STEARNS Six adaptable for your boat. Its wide power range—90 H.P. to 180 H.P.—makes it suitable for installation in all types of craft.

6

CYLINDER ENGINES

Model	Bore and Stroke	H.P.	Revolutions	Weight	Price
MDU-6	5 1/4 x 6 1/8	90-125	900-1200	2500 lbs.	\$2375.00
MDR-6	5 1/4 x 6 1/8	160	1600	2050 lbs.	2565.00
MEU-6	5 1/2 x 6 1/8	100-140	900-1200	2550 lbs.	2525.00
MER-6	5 7/8 x 6 1/8	180	1600	2075 lbs.	2690.60



STEARNS MOTOR MANUFACTURING CO.

Ludington
Michigan

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Seattle, Wash., H. G. McLaughlin Co., Inc., 904 Western Ave.
Jacksonville, Fla., Gibbs Gas Engine Co. of Florida.

STANDARDIZED BOATS

Prices—Sizes—Equipment

MAKE AND TYPE	Price	Length	Beam	Draft	Freeboard		Head-room	Bottom	Engine	Horse Power	Speed m.p.h.	STANDARD EQUIPMENT	
					Forward	Aft							
A. C. F.													
35' Cruiser	\$ 8500	35-0	9-4	31"	5-7	3-5	6'-2"	Round	Hall-Scott	70	12	abedfghijklmnopqrstuvwxyzABCFGHJKLNQRSTUVWXYZ	
38' Cruiser	.....	38-0	10-6	32"	5-5	3-5	6'-2"	Round	Hall-Scott	100	16	abedfghijklmnopqrstuvwxyzABCFGHJKLNQRSTUVWXYZ
38' Cruiser	.....	38-0	10-6	32"	5-5	3-5	6'-2"	Round	Hall-Scott	230	24	abedfghijklmnopqrstuvwxyzABCFGHJKLNQRSTUVWXYZ
47' Cruiser	17850	47-0	10-6	42"	6-0	3-3	6'-2"	Round	Hall-Scott	100	12	abedfghijklmnopqrstuvwxyzABCFGHJKLNQRSTUVWXYZ	
41' Cruiser	14750	41-0	10-6	36"	5-9	3-3 ¹ ₂	6'-2"	Round	Hall-Scott	100	16	abedfghijklmnopqrstuvwxyzABCFGHJKLNQRSTUVWXYZ	
68' Cruiser	.....	68-3	13-10 ¹ ₂	42"	7-1	4-3	6'-4"	Round	Hall-Scott	2-100	16	abedfghijklmnopqrstuvwxyzABCDEFHJKLMNPQRSTUVWXYZ
ALBANY													
26' Runabout	4000	26-0	6-6	23"	33"	20"	.....	Vee	Kermath 6	100	30	abedfuvwxyzABCFGHJKLMQSVWY
32' Runabout	8750	32-0	7-0	27"	36"	24"	.....	Vee	Sterling Dolphin	230	40	abedfuvwxyzABCFGHJKLMQSVWY
BÄCKUS													
30' Seakiff Cruiser	6000	30'	8-0	30"	6'	3'-6"	6'-0"	Round	Optional	20	20	eqtwyzFGHLQY
22' Seakiff Runabout	1600	22'	6-6	18"	4'	2'-6"	.....	Round	Fay & Bowen	27	15	.....
BANFIELD													
30' Sailfish	4500	30-0	8-6	28"	4-10	3-0	5'-8"	Flat	Kermath	100	18	abedfguvwxyzABCFGHJKLNQRSTUVWXYZ	
26' Fishingboy	4200	26-0	7-6	24"	3-6	2-8	Flat	Kermath	100	20	abedfguvwxyzABCFGHJKLNQRSTUVWXYZ		
30' De Luxe	7200	30-0	8-10	30"	4-10	3-0	6'-2"	Flat	Kermath (2)	70	22	abedfguvwxyzABCFGHJKLNQRSTUVWXYZ	
34' De Luxe	10250	34-0	9-10	30"	5-2	4-0	6'-2"	Flat	Hall-Scott	200	25	abedfguvwxyzABCFGHJKLNQRSTUVWXYZ	
34' De Luxe	9200	34-0	9-10	30"	5-2	4-0	6'-2"	Flat	Kermath (2)	70	18	abedfguvwxyzABCFGHJKLNQRSTUVWXYZ	
34' Fishing Boy	9250	34-0	9-10	30"	4-8	4-0	6'-2"	Flat	Hall-Scott	200	25	abefuvzFJLMS	
BASSETT BOAT WKS.													
28' Trunk Cabin	3950	28-0	8-0	24"	4-6	2-6	5-11	Vee	Scripps F-4	60	14	abedfpuvwxyzABCFGHJKLMQSVWY	
BELLE ISLE													
26' Runabout	6500	26-0	6-6	24"	32"	23"	.....	Vee	Scripps	150	38	.....
30' Runabout	9500	30-0	7-0	26"	36"	24"	.....	Vee	Hall-Scott	200	40	.....
42' Cruiser	15000	42-0	11-0	3-10	5-6	3-10	6'-1"	Vee	Hall-Scott	100	16	.....
BROOKS													
22 ¹ / ₂ Runabout	1200	22 ¹ / ₂	5-8	22"	2 ¹ / ₂ 3"	21"	5'-8"	Vee	Optional	.....	.....	.....
36 ³ / ₄ Cruiser	.....	36-8	9-10	34 ¹ / ₂ 2"	5'-0"	3-6"	.....	Vee	Optional	.....	.....	.....
BROWNBACK													
16' Sport	650	16-0	4-6	13 ¹ / ₂ "	30"	10"	.....	Flat	Anzani	9	14	.....
AM, 18' Runabout	1450	18-0	5-10	2 ¹ / ₂ "	4-6	2-8	.....	Flat	Anzani	30	20	.....
AM, 24' Runabout	2450	24-0	6-0	12"	30"	12"	.....	Flat	Anzani	80	40	.....
F, 33' Runabout	2650	33-0	9-0	4"	.....	.....	.....	Flat	Hispano Suiza	180	50	.....
37' Water Bus	8000	37-0	11-0	8"	36"	18"	.....	Flat	Brownback	90	25	.....
S, 52 ¹ / ₂ Water Bus	12500	52-5	16-5	8"	3-6	1-6	.....	Flat	Fiat	350	30	.....
CAPE COD													
20' Dory Launch	682	20-0	5-6	20"	.....	.....	.....	Round	Palmer	4	8	.....
19' Runabout	1050	19-0	4-11	18"	.....	.....	.....	Round	Niagara	15	12	.....
16' Lake & River Boat	367	16-0	4-8	12"	.....	.....	.....	Flat	Kermath	3	7 ¹ / ₂	.....
CENTRAL SHIPYARDS													
16' Baby Buses	225	16-0	45"	3"	17"	15 ¹ / ₂"	.....	Vee	Johnson	6	18	.....
CHANCE													
36' Single	5500	36-0	9-0	2-5	4-6	3'	6'-2"	Round	Optional	.....	.....	abedfuvwxyzABCFGHJKLMQSVWY
36' Double Cabin	6500	36-4	9-0	2-6	4-6	3'	6'-2"	Round	Optional	.....	.....	abedfuvwxyzABCFGHJKLMQSVWY
38' Single	5250	38-0	9-0	2-6	4-6	3'	6'-2"	Round	Optional	.....	.....	abedfuvwxyzABCFGHJKLMQSVWY
38' Double	6950	38-0	9-0	2-6	4-6	3'	6'-2"	Round	Optional	.....	.....	abedfuvwxyzABCFGHJKLMQSVWY
40' Single	5500	40-0	.....	.....	4-6	3'	6'-2"	Round	Optional	.....	.....	abedfuvwxyzABCFGHJKLMQSVWY
32' Runabout	2250	32-0	6-0	18"	3'	22"	.....	Round	Optional	.....	.....	abedfuvwxyzABCFGHJKLMQSVWY
28' Tomboy	1200	28-0	5-6	23"	30"	20"	.....	Round	Gray	25	16	abedfuvwxyzABCFGHJKLMQSVWY
26' Runabout	2500	26-0	6-2	12"	2 ¹ / ₂ 4"	18"	.....	Vee	Optional	.....	.....	abedfuvwxyzABCFGHJKLMQSVWY
40' Double	7000	40-0	.....	.....	4-6	3'	6'-2"	Round	Optional	.....	.....	abedfuvwxyzABCFGHJKLMQSVWY

Key to Equipment Symbols

a—Anchor	j—Blankets	s—Bilge Pump	b—Tachometer	K—Bell	T—Dinghy
b—Anchor Lines	k—Table Linen	t—Bailers	c—Motometer	L—Pilot Rules	U—Table
c—Dock Lines	l—China	u—Whistle	d—Charts	M—Flags	V—Chairs
d—Fenders	m—Glassware	v—Fire Extinguisher	e—Chart Case	N—Signal Code Flags	W—Flooring Covering
e—Cushions	n—Silverware	w—Running Lights	f—Windshield	O—Sails	X—Upholstery Inside
f—Life Preservers	o—Galley Equip.	x—Searchlight	g—Awning or Top	P—Oil Skins	Y—Locker Space
g—Mattresses	p—Stove	y—Electric Lights	h—Side Curtains	Q—Boat Hook	.....
h—Springs	q—Ice Box	z—Storage Battery	i—Compass	R—Boarding Ladder	.....
i—Bedding	r—Radio	A—Clock	j—Fog Horn	S—Tools	.....

(Continued on page 152)

Waterbury Ship's Bell Clocks

ARE RECOGNIZED AS ESSENTIAL EQUIPMENT IN STOCK BOATS

A RELIABLE clock aboard your boat is just as necessary as the compass. Waterburys are quality clocks yet the price is moderate. Waterbury Ship's Bell Clocks are suitable

for your home too. If you cannot obtain one from your dealer write us for the name of a progressive firm which will supply you. You can order directly from us if you prefer.



MOTOR BOAT NO. 2

8-day time, jeweled silvered-dial marine clock. Polished brass. For bulkhead mounting below decks. Winds and sets by turning wheel. \$16.50
Retails at .

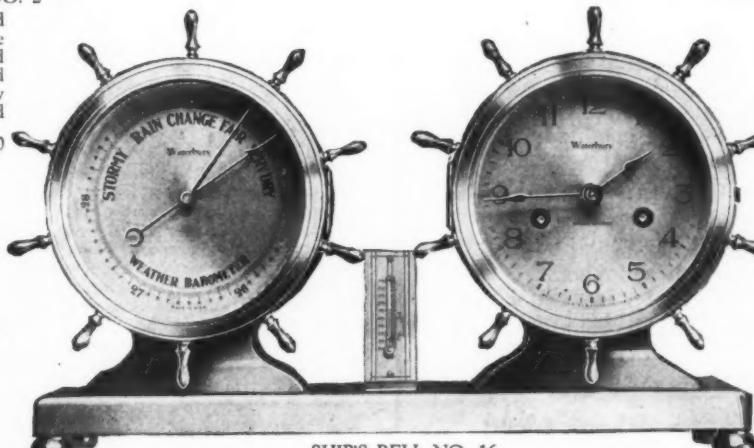


SHIP'S BELL NO. 17
Polished Brass or Bronze. 4½ inch Silvered Metal Dial, Beveled Glass. Height 7½ inches. Width 5½ inches. \$45.00



SHIP'S BELL NO. 10

Polished brass. 4½ inch Silvered Metal Dial. Diameter of wheel, 8 inches. Measures 6¼ inches across the back. Convex Beveled Glass \$37.50
Also furnished with full radium dial, \$45



SHIP'S BELL NO. 16
8-day clock, barometer and thermometer polished brass set, for the saloon of the finest that floats. Ideal for owner's quarters; as a gift of distinction or as a trophy. \$97.50
Retails at

Your
boatbuilder
CAN
get you
a
Waterbury
Ship's Bell
Clock

Insist upon
it

WATERBURY CLOCK CO.

NEW YORK

CHICAGO

SAN FRANCISCO

FACTORIES: WATERBURY, CONN.

DEALERS!
Waterburys
sell easily
and make
friends.
Profits are
as hand-
some as the
clocks.

Write for
details

Rajah

SUPER POWER
Spark Plugs



Got Yours Yet?

Don't wait until you are off shore in a sea-way to find out that your spark plugs have died beyond hope—and maybe "frozen" with rust so you can't budge them anyway. You can't "walk back to that garage about a mile down the road," either. Better be sure than sorry—put in a set of

Rajah SUPER-POWER Spark Plugs

They're **brass**—rust proof—finest porcelains known—real Nichrome heat resistant electrodes—accurately designed and manufactured—sturdy and everlasting—made by the oldest spark plug manufacturers in America.

For more than 20 years, Rajah Spark Plugs and terminals have been standard equipment on high grade engines.

If you are not already enjoying the comfort assurance of Rajah plugs, and your dealer cannot supply you, don't put it off another day—send coupon below for

SPECIAL OFFER

4 RAJAH Super Power Plugs \$3.00

Postpaid—State Model—Use Coupon

THE RAJAH COMPANY,

Bloomfield, N. J.

Check model wanted.

I enclose \$3.00. Send me four (4) Rajah Super Power Spark Plugs, Model: Metric (....), 7/8-18 (....), Half inch (....), 7/8-18 Long (....).

Name

Address

Gannet, a Combination Dinghy

(Continued from page 142)

the top of the gunwale. On the transom two blocks should be fitted of mahogany, about four inches wide and one inch thick, these are to be spaced far enough apart to fit the bracket on the outboard engine to be used.

Fit the flooring, which is to be of pine, one-half inch thick laid with a space between each plank as shown. This can be screwed in place.

On the plans I call for the seats to be of pine, to get a real nice finished job I think these should be of mahogany. The seat braces are to be of T shaped pieces of brass about an inch wide, backed with either oak or hackmatack blocks. A mast hole is to be cut in the bow seat, if finish is desired a brass ring can be fitted in this hole. The mast step is cut in the stem as shown. A piece of mahogany half-round about one inch size is to be screwed to the planking at the sheer as shown to act as a rubbing strake.

Now we come to the parts of our sailing part of the outfit. A detail drawing is given both for the rudder and for the centerboard. The rudder is to be oak or mahogany about three-quarters of an inch thick, cleats are to be fitted at the head to form a bracket for the tiller. The lower part of the rudder is to be shaped so as to have a sharp edge all around. For hanging the rudder, procure a set of screw rudder braces, this can be had at any marine hardware store, get them in brass. The centerboard is to be shaped from a three-sixteenths inch thick sheet of steel plate, at the head there are to be fitted two pieces of wood either oak or mahogany, depending on the trim used, sixteen inches long, one and one-half inches wide and an inch thick to be riveted or bolted to the steel plate. These will serve both as a handle and as a stop for the board.

Blocks of wood, either of oak and mahogany are to be fitted on top of the gunwale for the oar locks, blocks to be shaped as shown and to be ten inches long, one and seven-eighths inches wide and one and one-quarter inches thick, oarlocks of the socket type to be fitted.

Make the spars of clear selected spruce of sizes given on the sail plan. Wooden gaff jaws to be fitted to the gaff. On the boom a swivel type gooseneck is to be fitted. A sheave is to be fitted in the masthead for the halyard, this halyard to reeve through a block fitted on the stem head as shown. Leave the sailmaking job for the sail maker for if attempted failure will probably be the result, for sailmaking is an art in itself.

In regard to the cost of having this boat built the average boatbuilder would probably get about three hundred dollars for a job of this character. It is not the material but it is the labor involved, as the material should run well under the hundred dollar mark. So if attempted by yourself she should not run over that.

MoToR BoatinG has published some excellent books of small boat designs and building instructions which amateur builders will find useful. A circular describing these will be sent on request. Any readers who plan to construct this boat can also secure blue print copies of the drawings to a scale of one inch to the foot at moderate cost. Write the Editor, MoToR BoatinG, 119 West 40th Street, New York, N. Y.

A Good Bottom Paint

Marblehead Anti-Fouling Green Bottom Paint, manufactured by the Stearns-McKay Manufacturing Company of Marblehead, Massachusetts, is one of the most powerful Anti-Fouling Bottom Paints on the market today. It has a clean, smooth, slippery finish which is of course a very important factor on the underwater body of a yacht. Marblehead Green is now put up Double Strength and in two beautiful and luminous shades of green, Emerald and Light, and also a Cream White. As a protection against barnacles and borers it has no equal and in tropical and semi-tropical waters it is a necessity to prevent damage by the destructive teredos. Marblehead Green gives a wonderful racing finish which increases speed and is very essential to racing yachts. It is sold extensively throughout the West Coast as well as along the Atlantic Coast.

New Electric Hoist

A new Lo-Hed electric hoist that can be mounted in a fixed position, either overhead or on the ground, or can be placed on skids and used as a portable hoist is announced by the American Engineering Company, of Philadelphia.

The standard machine consists of a smooth drum, driven by a motor through a train of spur gears, all mounted on a common bedplate. It is furnished in sizes for handling loads from 500 to 4500 pounds.

Motor and gears are completely enclosed. Gears are of drop forged steel, heat treated and run in an oil bath. Hyatt high duty roller bearings are mounted on the ends of all gear shafts. The cover of the gear case is easily removable.



Now in Service— The LUDERS *Cabin Runabout*

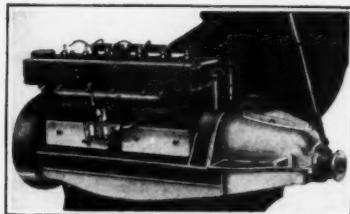
“Uan I” THE first of the new Luders forty-two-foot cabin runabouts, has been delivered to Dr. Curtis Muncie of Brooklyn, and is now in service. It is truly the masterpiece of standardized boat design and construction. All the skill and knowledge acquired through years of experience in custom yacht building, which individualize Luders craft, are embodied in this boat. It is a pleasing combination of cruiser comforts and runabout advantages. Accommodations are complete, with every convenience for overnight or extended trips. The operating controls are of the automobile type and are located in a raised cabin arranged to seat three people in chummy roadster fashion. Power is supplied by the Sterling Dolphin marine engine.

*Write today for further particulars and
price of the Luders Cabin Runabout.*

LUDERS MARINE CONSTRUCTION CO.

STAMFORD, CONNECTICUT

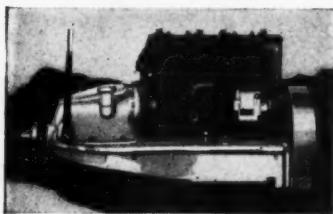
When writing please mention MOTOR BOATING, 119 West 40th Street, New York



Model "Six-40"—Six Cylinders, 3-1/4" bore; 3-3/4" stroke, 40 H.P. in Runabouts—33 H.P. in Cruisers. Length 50 in. Height above center line, 15-3/8". Weight, 540 lbs. With electric starter and generator and with aluminum base and clutch housing, price \$595. With iron base, \$575. With magneto ignition, \$520.

New "Red Arrow"—for speed

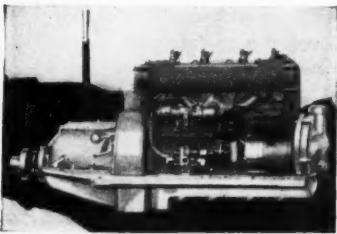
Our Model "Six-40" but high speed, racing type with twelve spark plugs in high compression heads, twelve point distributor, starter, generator, aluminum base, aluminum manifolds, open flywheel with guard, no side panels between lag screw positions. Weighs only 492 pounds. Price, \$645.



Model H-50—A quality Four of extreme accessibility and flexibility. Weight, 900 lbs. Length, 50". Turns up 1800 R.P.M., 50 H.P. Price \$695 to \$845, depending on equipment.

"Duplex-Magno"

Model H-50 with Duplex oil pumps and Duplex ignition—each set operated separately and independently, providing double protection against the two common causes of power failure in any emergency.



Model Z—The shortest, lightest, cleanest, lowest priced, completely equipped engine in its power field—20 to 25 H.P. Bore, 3-5/8"; stroke, 4". Price, \$395 and up to \$466, according to equipment.

For the Powerful Gray 6-90
See opposite page

Richardson "Cruiseboat"
Equipped With Gray "Six-40"

"A Winning

SIX

at the Price of a Good
FOUR"

The New "Six 40" GRAY

The Gray "Six-40" is meeting with enthusiastic acceptance. A prominent attorney and yacht club member of Washington, D. C., says of this motor with which his Richardson Cruiseboat is powered, "You have one of the best motors I have seen. It is quiet and vibration is negligible."

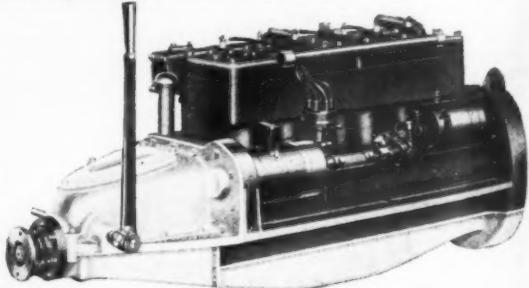
Ask for sheaf of testimonials if you like to read them.

The Gray "Six-40" has all the good qualities of the ideal Motor. Powerful in response to the throttle, tuned for action, amazingly free from vibration, balanced in every part, accessible to the utmost degree, and priced low. It is an outstanding value in a Motor of the quality America's leading builders like to install.

ONLY
\$595

With Aluminum
Base and Clutch
Housing

With Iron Base
\$575



Gray "Six-40"

- Shortest, lightest, lowest (above center of shaft), sturdiest "Six" in its power class.
- Big crankshaft, big bearings, big pistons.
- Lowest center of gravity.
- Pressure lubrication, yet no oil leaks anywhere.
- Handy oil filler—big hand hole plates.
- Accessible valve adjustments behind oil-tight plates.
- Silent adjustable Morse timing chain.
- Submerged oil pump.
- Great flexibility of power—range 185 to 3000 R.P.M.

GRAY MARINE MOTOR CO.

6910 LaFayette Ave.

Detroit, Mich.

Bowler, Holmes & Hecker, 259 Greenwich St., New York, N. Y.
Gray Marine Motor Co. of Canada, Ltd., 77 Adelaide St. W., Toronto, Ont., Can.

Three
SIXES

40-60-90
H. P.

"GOOD SINCE 1906" — BUILT BY PIONEERS — ENGINEERS — LEADERS

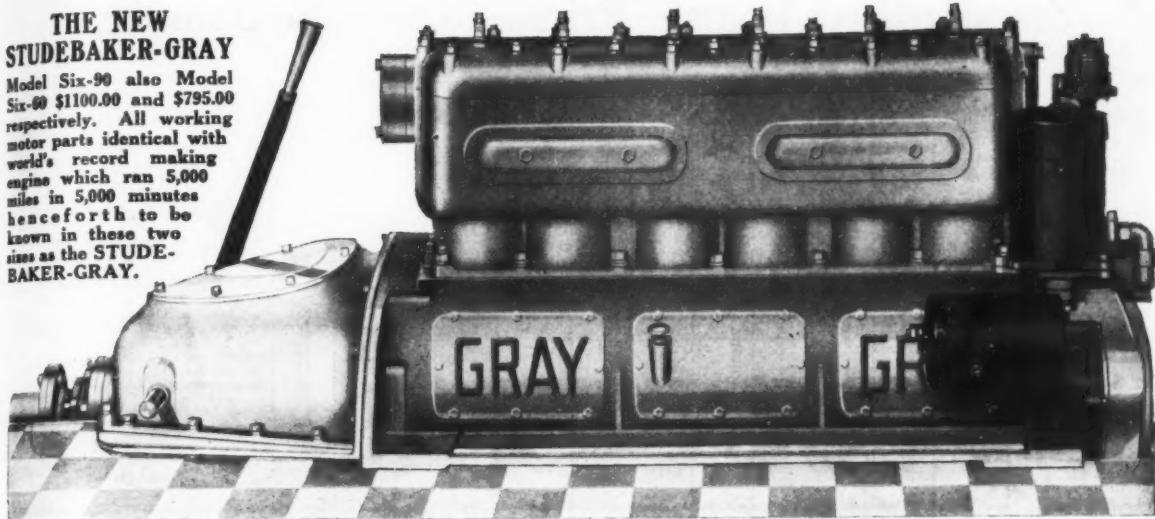
Four
FOURS

25-35-50
& 75 H.P.

Advertising Index will be found on page 220

THE NEW
STUDEBAKER-GRAY

Model Six-90 also Model Six-60 \$1100.00 and \$795.00 respectively. All working motor parts identical with world's record making engine which ran 5,000 miles in 5,000 minutes hence forth to be known in these two sizes as the STUDEBAKER-GRAY.



A Powerful Engine of Superb Smoothness

with 2-7/8" Crankshaft

Now Reduced in Price to \$1100

GRAY POWER is available for nearly all sizes of craft and for every purpose—for work or for play. Four Fours, Three Sixes, Three Twos, and Single Cylinder. Prices range from \$99 to \$1100.

Write for Catalog. State kind of Engine in which you are interested.

An outstanding Gray achievement for 1927. Incomparable in value. Every detail of design and construction is in line with the very latest engineering practice. Especially is this reflected in the reducing of vibration almost to the vanishing point. Such perfect balance—such smoothness has never before been attained in the marine field.

It towers today in the class of powerful Sixes. Here, Gray Quality and Gray Value reach their greatest heights. Yes, the new price includes electric starter.

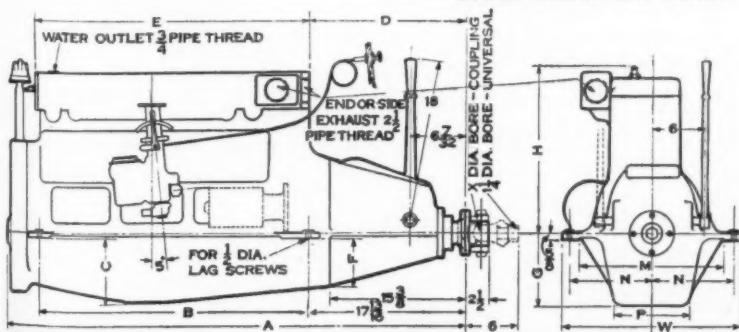
Quality and Performance of this Engine have created the demand. Now demand results in a lower price—only \$1100 complete with electric starter.

GRAY MARINE MOTOR CO.

6910 LaFayette Ave.

Detroit, Mich.

Gray Marine Motor Co. of Canada, Ltd., 77 Adelaide St. W., Toronto, Ont., Can.
Bowler Holmes and Hecker Co., 259 Greenwich St., New York



MODEL A B C D E F G H M N P W X
Six-Sixty 53 1/2 31 7 3/8 21 1/4 27 5/8 7 3/4 8 19 5/8 16 1/4 9 3/8 8 3/4 20 1/4 1 1/8
Six-Ninety 58 3/4 35 1/2 7 3/8 21 1/4 32 1/2 Note 8 1/2 20 1/4 17 3/4 9 1/4 9 3/4 21 1/4 1 1/8

NOTE: Distance "F" on "Six-90." For cruisers where depth is immaterial, we furnish large diameter flywheel making depth 8 1/4"; for runabouts and high R.P.M., we use small flywheel making depth "F" 5 1/8".

Greatest depth is only 6 1/2 inches below center line of crankshaft, thus making it readily installed in any standardized stock boat using any other make of motor without change of engine bed.

6 Cylinders, 90 H.P.

3-7/8" bore, 5 inch stroke,
2-7/8" crankshaft.
All parts accessible.

Comes complete with electric starter, generator, pump, all ignition, high tension wires with waterproof terminals wired up. Instrument panel with pressure gauge, switch, pilot light, ammeter all mounted in salt water proofed panel, 6 ft. copper tubing for oil line to gauge, 6 ft. choke wire with fitting on carburetor; couplings bored; starting crank, instructions, blue prints. Engine ready to run. Weight 900 lbs.

Standardized Boats—Prices—Sizes—Equipment

(Continued from page 146)

MAKE AND TYPE	Price	Length	Beam	Draft	Freeboard		Head-room	Bottom	Engine	Horse Power	Speed m.p.h.	STANDARD EQUIPMENT		
					Forward	Aft								
CHRIS-CRAFT														
22' Cadet		22-0	6-0	21"	30"	19"			Vee	Kermath	70	25	abcdeftuvwxyzBFLMOS	
26' Chris-Craft		25-11	6-6	24"	35"	20"			Vee	Kermath	100	30	abcdeftuvwxyzBFLMQS	
26' Chris-Craft		25-11	6-6	24"	35"	20"			Vee	Kermath	150	40	abcdeftuvwxyzBFLMQSWXY	
CONSOLIDATED														
34' Play Boat	\$11300	34-0	8-6	2-0					Round	Speedway	180	24	abcdefgpguvwxyzFGHJKLQSUWVW	
CUTHBERT														
18' Runabout	780	18'	5-0	1 1/4"					Vee	Optional	12-30	25	defpquvwxyzGHIJKLQRWSWXY	
22' Runabout	985	22'	6-0	1 1/4"					Vee	Optional	12-50	25	defpquvwxyzGHIJKLQRWSWXY	
28' Cruiser	1980	28'	8-3	2'					Round	Kermath	20-35	10	defpquvwxyzGHIJKLQRWSWXY	
34' Cruiser	3400	34'	9-0	2 1/4"	5 3/4"	3"	5'-11"		Kermath		35	12	defpquvwxyzGHIJKLQRWSWXY	
38' Cruiser	4800	38'	10-4	2 1/4"	5 1/2"	3 1/2"	6'-1"		Round	Kermath	65	12	defpquvwxyzGHIJKLQRWSWXY	
38' Cruiser	5200	38'	10-4	2 1/4"	4 1/2"	3 1/2"	6'-2"		Round	Kermath	65	12	defpquvwxyzGHIJKLQRWSWXY	
40' Cruiser	5800	40'	10-4	2 1/4"	5 1/4"	3 1/4"	6'-0"		Round	Kermath	65	12	defpquvwxyzGHIJKLQRWSWXY	
DODGE														
22'6" Runabout	2475	22-6	5-7 1/4	20"	2 1/2"	1'10 1/2"			Vee	Dodge	30-35	24	abcdeftuvwxyzFLSWY	
22'6" Runabout	2975	22-6	5-7 1/4	20"	2 1/2"	1'10 1/2"			Vee	Dodge-Curtiss	90-100	37	abcdeftuvwxyzBCFLSWY	
25'11" Runabout	3475	25-11	6-7 1/2	24"	2 7/12"	1'10 1/2"			Vee	Dodge-Curtiss	10-900	35	abcdeftuvwxyzBCFLSWY	
DUNPHY														
26' Runabout	3150	26-0	6-6	22"	31"	21"			Vee	Kermath	100	30	acdeswyFMW	
ECKFIELD														
32' Seabird	5500	32-0	9-0	2-6					6-0	Vee	Kermath	35	12	abefghposuvwxyzBFGHJKLQSUWVWY
22' Jackknife	2500	22-6	5-9	20"					Vee	Scripps	60	27	abedefuvwxyzABFJKLQSVWXY	
16' Whistler	16-0	5-0							Step	Optional			eftvzBLXQYS	
12' Jazz Bag	12-0	43"							Step	L. A. Twin				
14' Big J	14-0	46"							Step	Johnson				
ELCO														
26' Ele.	2450	26	8-6	2-3					5-8	Round	Gray	18	9	abfpquvwxyzGHIJMSY
34' Ele.	5500	34	9-0	2-6					6-1 1/2	Round	Elco	48	13	abedefhpouvwxyzFGHJKLMSWY
42' Ele.	10750	42	10-7	3-0					6-2	Round	Elco	48	12	abedefhpouvwxyzBFGHJKLQRSTWY
50' Ele.	17500	50	11-9	3-0					6-2	Round	Elco	94	13	abedefhpouvwxyzFGHJKLQRST
62' Ele.	35000	62	14-0	3-6					6-3	Round	2-Elco	188	13	abedefhpouvwxyzFGHJKLQRST
FAY & BOWEN														
22' Runabout		22-0	5-0	18"	30"	20"			Round	Fay & Bowen	20	15	cesvwyxFMWSWXY	
24' Junior		24-0	5-0	20"	30"	18"			Round	Fay & Bowen	27	17	cesvwyxFMWSWXY	
27' Runabout		27-0	5-2	22"	33"	20"			Round	Fay & Bowen	27	17	cesvwyxFMWSWXY	
27' Runabout		27-0	5-2	22"	33"	20"			Round	Fay & Bowen	55	21	cesvwyxFMWSWXY	
30' Single Cockpit		30-0	6-4	23"	40"	24"			Round	Fay & Bowen	60	21	cesvwyxFMWSWXY	
30' Double Cockpit		30-0	6-4	23"	35"	22"			Round	Fay & Bowen	60	21	cesvwyxFMWSWXY	
FELLOWS & STEWART														
32' Cruiser	5250	32-0	10-0	2-6	5-2	3-4			Vee-Round	Kermath	35	10	abedfghpquvwxyzFGHJKLQSUWVWY	
50' Cruiser	31500	50-0	11-0	3-0	7-0	4-0			Vee-Round	2-Sterling	130	20	abedfghpquvwxyzBFGHJKLQMRQS	
20' Runabout	2000	20-0	5-0	1-7	2-4	1-8			Round	Universal	26	18	TUVWXY	
18' Runabout	1125	18-0	5-2	1-6	2-2	1-7			Round	Universal	15	13	abedefuvwxyzFJLQSY	
FREE BOTTOM														
23'6" Runabout	3400	23-6	7-5	7"	21"	11"			Vee				ceftuvwxyzFQSUVWY	
GESSWEIN														
18' Runabout	1475	18'	4-10	18"	2-0	16"			Vee	Van Blerck	43	25	abesuvwxyzFMSW	
19' Runabout	1975	19'	4-10	18"	2-0	16"			Vee	Van Blerck	43	25	abesuvwxyzFMSW	
GORDON														
28' Day Boat	5900	28-0	8-0	18"	4-0	2-6	5-0		Flat	Kermath	65	25	abedefghpquvwxyzBFGHJKLQMRUWXY	
35' Cruiser	3500	35-0	9-3	3-6	5-6	3-0	6-2		Round	Kermath	65	12	abedefghpquvwxyzBFGHJKLQMRUWXY	
43' Cruiser	15000	43-0	10-6	3-6	5-10	3-3	6-3		Round	Kermath	65	15	abedefghpquvwxyzBFGHJKLQMRUWXY	
46' Cruiser	18000	46-0	10-8	3-6	5-10	3-3	6-3		Round	Kermath	65	15	abedefghpquvwxyzBFGHJKLQMRUWXY	
GRAY														
24' Cruiser	3500	28-0	8-8	2-8	5-6	3-0	6-0		Round	Fay & Bowen	14	9	abefgpouvwxyzFGHJKLQMRUWXY	
36' Cruiser	8500	36-0	9-0	2-9	5-4	3-6	6-0		Round	Scripps	100	15	abefgpouvwxyzFGHJKLQMRUWXY	
GREAT LAKES														
36' Sea Villa	7500	36-0	9-11 1/2	3-2	5-9	31 1/2	6-2		Round	Kermath	35	10 1/2	abedefstuvwxyzFLQSVWXY	
26' Runabout Special	3500	26-0	6-3 1/2	1-10	2-9 1/2	1-8 1/2			Vee	Scripps	100	30	abedefuvwxyzFLQSVWXY	
24' Fleetwood	3250	26-0	6-3 1/2	1-10	2-8 1/2	1-8 1/2			Vee	Currie's OX5	90	33	abedefuvwxyzFLQSVWXY	
30' Fleetwood	8550	30-0	6-4 1/2	2-2	2-7 1/4	1-6 1/2			Vee	Hall-Scott	200	40	abedefuvwxyzFLQSVWXY	
GREBE														
60' Cruiser	35000	60-0	13-6 1/2	3-6	6-6	4-0	6-4		Round	Sterling	130	16	abedefghpquvwxyzBCEFGHJKLQMRQS	
GREENPORT														
28'6" Utility Runabout	3600	28-8	6-3	1-8	3-6	2-3			Round	Scripps F-6	50	20	abedefuvwxyzGJKLQSVWY	
36' Cruiser	7500	36-0	10	3-0	5-4	3-4	6-1		Round	Peerless	50	13	abedfghilmnopqrstuvwxyzEFGHJKLQMRQS	
38' Fleetwing	8000	38-4	10-6	3-0	5-6	3-4	6-1		Round	Van Blerck	60	13	VWXY abedfghilmnopqrstuvwxyzEFGHJKLQMRQS	
HACKER-FERMANN, Inc.														
25'10" Dolphin Runabout	4625	25-10	6-6	21"	30"	18"			Vee	Scripps	100-150	35	abedefuvwxyzBFLMQSVWXY	
21'10" Baby Dolphin Runabout	3095	21-10	5-10	20"	24"	16"			Vee	Scripps		32	abedefuvwxyzFLMQSW	
21'6" Runabout Tampa Bay	3500	21-6	5-6	18"	22"	12"			Vee	Scripps, Jr.	100	40	abedefuvwxyzBLS	
55' Cruiser	30000	55-0	13-0	3'-9"	6'-8"	4'-3"	6-6		Round	Optional	200	15	abedefuvwxyzBEGHJKLQMRSTU	
17' Pelican Runabout	1975	17-0	5-0	16"	19"	13"			Step		60	45	WXY	

Key to Equipment Symbols

a—Anchor	j—Blankets	s—Bilge Pump	B—Tachometer	K—Bell	T—Dinghy
b—Anchor Lines	k—Table Linen	t—Bailers	C—Motometer	L—Pilot Rules	U—Table
c—Dock Lines	l—China	u—Whistle	D—Charts	M—Flags	V—Chairs
d—Fenders	m—Glassware	v—Fire Extinguisher	E—Chart Case	N—Signal Code Flags	W—Flooring Covering
e—Cushions	n—Silverware	w—Running Lights	F—Windshield	O—Sails	X—Upholstery Inside
f—Life Preservers	o—Galley Equip.	x—Searchlight	G—Awning or Top	P—Oil Skins	Y—Locker Space
g—Mattresses	p—Stove	y—Electric Lights	H—Side Curtains	Q—Boat Hook	
h—Springs	q—Ice Box	z—Storage Battery	I—Compass	R—Boarding Ladder	
i—Bedding	r—Radio	A—Clock	J—Fog Horn	S—Tools	

(Continued on page 190)



The 93-Foot "TRAIL"
shows the yachtly
lines of this
new-type
houseboat.

Thoroughbreds— the choice of men who know

Both SPEED and COMFORT

—demanded today from their houseboats by the leaders of business and society—are found to the utmost in these recent Mathis-built houseboats, with the

New, full-deck stern

93-foot "TRAIL", Mr. William W. Wallace, Jr., New York, owner (illustrated above); proved speed 14 to 15 miles per hour.

93-foot "EALA", Judge R. W. Bingham, Louisville, Ky., owner.

93-foot "SUMMERGIRL", Mr. Jo G. Roberts, Philadelphia, owner.

105-foot "TRUANT", Mr. Truman H. Newberry, Detroit, owner.

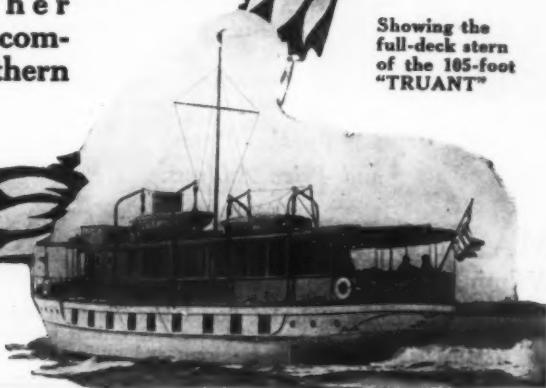
Hailed in Florida this past Winter as the finest houseboats afloat—these boats are destined to prove a revelation to many, wherever the boatwise gather during the coming Northern season.

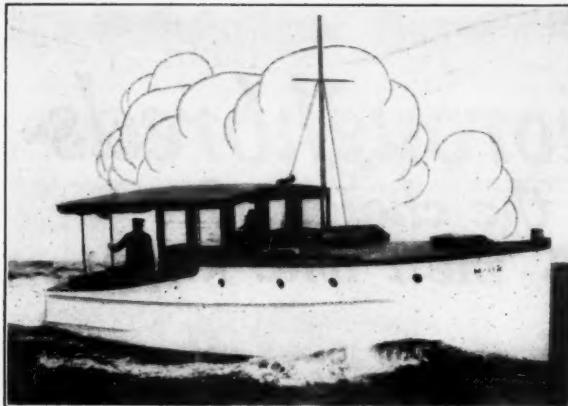
Showing the
full-deck stern
of the 105-foot
"TRUANT"

MATHIS YACHT BUILDING COMPANY

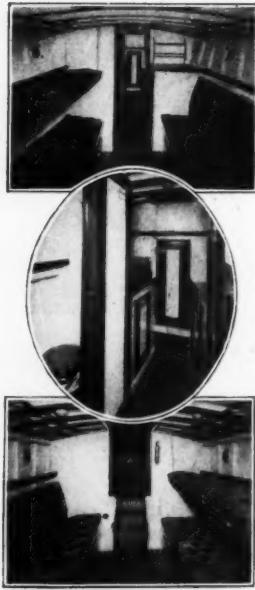
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Delaware

Builders of Launches, Dinghies, Star Boats, Yacht Tenders and Cruisers of any size up to 70 feet. Excellent facilities for hauling out, storing, repairing and outfitting.

Advertising Index will be found on page 220

Up and Down Glen Canyon

(Continued from page 21)

of Utah and Member of the Colorado River Commission.

H. W. Dennis, Chief Construction Engineer of Southern California Edison Company.

R. D. Young, President of the Stake of Richfield of the Church of Jesus Christ of Latter Day Saints.

Franklin Thomas, Professor of Civil Engineering of the California Institute of Technology.

Charles P. Kahler, Engineering Department of the Union Pacific Railway.

E. C. La Rue, Hydraulic Engineer of the United States Geological Survey.

To one of my fellow rustabouts who still seemed inclined to register disappointment over the fact that no Governors or Senators had turned up, old Tom Wimmer spoke reprovingly and elucidating.

Dr. Widtsoe's presence alone, Tom averred, more than squared the account. For wasn't the Doctor one of the Twelve Apostles of the Mormon Church? And wasn't "a Twelve Apostles more than all the seven Governors of the Colorado Basin states rolled into one?"

I never quite understood upon just what common denominator the balance between Governors and Twelve Apostles was struck, but I was quite in agreement with Tom's conclusion. Dr. Widtsoe was one of the few members of the party who had not stocked his soap supply from the Hotel Utah in Salt Lake City.

Mr. Davis and Mr. LaRue, foremost authorities on Colorado River development problems, gave us illuminating outlines of the situation as we sat around the camp-fire that evening.

Mr. Davis explained that because the most urgent need, flood control, was exclusively a problem of the Lower Basin states, the Reclamation Service had not yet elaborated any comprehensive plan covering the states of the Upper Basin. The upper Colorado or Grand, he said, between the mouth of the Blue and that of the Green, had a fall of thirty-six hundred feet, with a possibility of developing perhaps 2,000,000 horse-power. The Green was capable of furnishing about one-third of this amount of power, being inferior to the Grand in fall, volume and in the character of its power sites.

Mr. Le Rue, who had been the hydraulic engineer of the United States Geological Survey party studying Cataract Canyon the previous summer, told us briefly of the potential dam-sites below the junction of the Grand and the Green to form the main Colorado. These, he said, on account of their remoteness from power markets and the fact that they would not impound water for irrigation, need not be considered for the present.

That brought us down to Hall's Crossing, the point from which we were pushing off in the morning. It was his plan to survey the most promising of the half dozen dam-sites we would encounter in traversing the hundred and fifty miles of Glen Canyon between there and Lee Ferry. This would take us to what he considered the most favorable of all reservoir sites on the Colorado, that near the foot of Glen Canyon. Save that at the mouth of Diamond Creek, little was known of the many possible dam-sites in the two hundred and eighty miles of continuous gorge forming the Grand Canyon. Conclusions respecting these would have to await an accurate survey. Mr. La Rue said that he was hoping to arrange for at least a portion of the party to go with him to the Diamond Creek site after the Glen Canyon voyage was over, and then around to Las Vegas and the sites in Boulder and Black Canyons.

It transpired in the course of the evening that while Mr. La Rue's keen technical mind had led him to pin his faith to the lower Glen Canyon dam-site as the one best adapted to bringing about the most favorable solution of the problems of the lower Colorado Basin, Mr. Davis and the Reclamation Service were equally convinced as a result of their studies that a dam in Boulder or Black Canyon would be better calculated to answer all needs.

Where such eminent doctors were in disagreement, Bill Jones and I found it difficult to come to a decision in our own rather immature minds. Bill was carried away by Mr. La Rue's enthusiasm for Glen Canyon, I with the impeccable logic of Mr. Davis' presentation of the case for Boulder Canyon. We wrangled a bit about it over a looted carton of raisins before turning in for the night, but finally shook hands and decided to compromise on the sane and sensible thing. We would wait until we saw the respective rival dam-sites and then size them up and decide for ourselves from first-hand evidence which was the more worthy.

The next day Bill came to me and, with a sheepish look on his face, said he had come to my (and Mr. Davis') way of thinking as to Boulder Canyon. When I pressed him for the reason for his *volte face* he displayed two cigars of widely diverse

(Continued on page 158)



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*The Cream of Specially Selected
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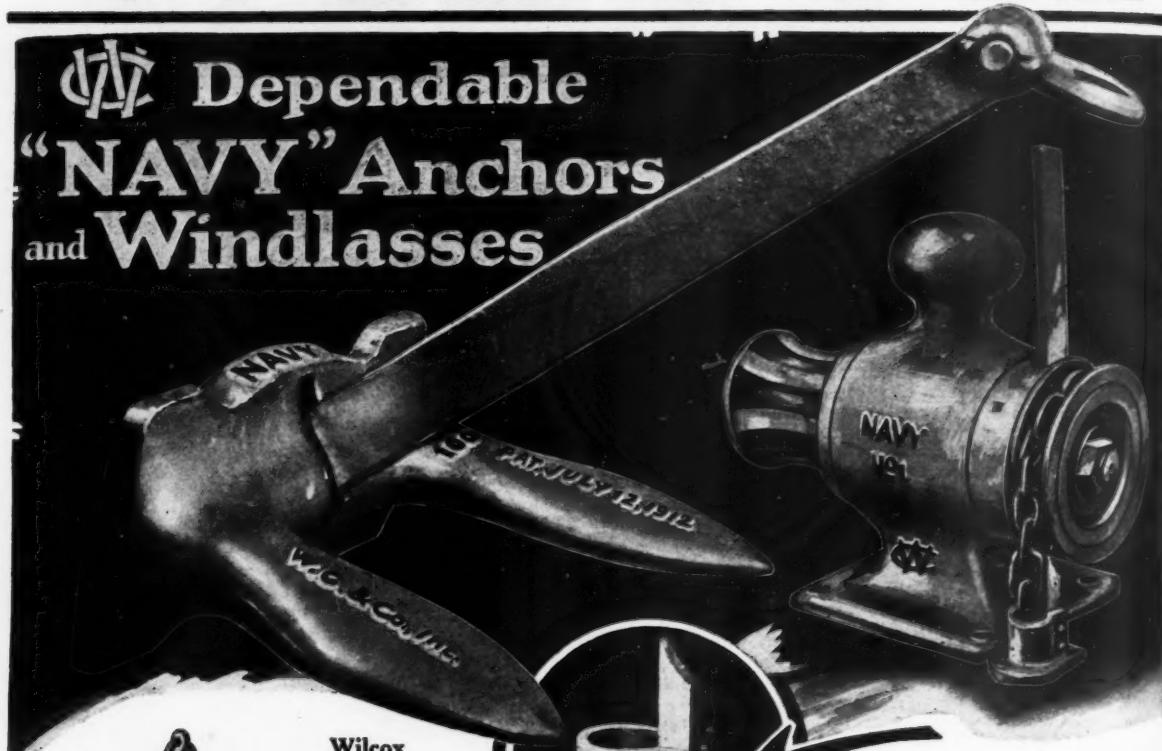
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Fig. 207—Cast iron bowl, steel shank, riveted to the bowl. Blacked or galvanized. 30 sizes, 5 to 1,200 lbs.



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At the right is the Old Style Folding Anchor. Fig. 2010. 4, 6, 8, 10, 12, 16, 20, 26 lbs. Also 6 sizes, 30 to 76 lbs. Heavily galvanized.



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Fig. 8571.



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No method of coating has survived the test of long, hard service like the hot dipped method, successfully used on Wilcox, Crittenden Marine Hardware for nearly seventy years.

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*Send for booklet "The Truth About Galvanizing."
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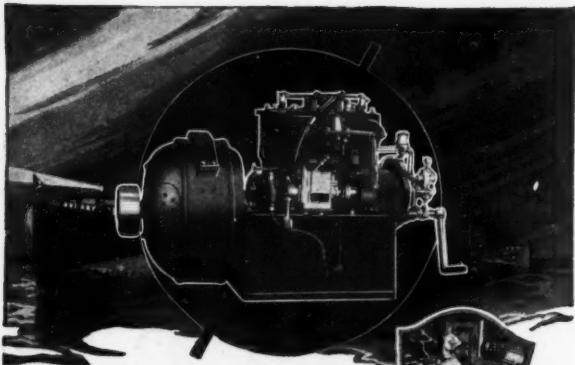
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Typical installations include the "Wasp", Wm. Wrigley, Jr., Chicago; "Edris", Thomas H. Ince, Culver City, Cal.; "Cigarette", Gordon Hammersley, New York City; and "Samona", W. J. Hole, Los Angeles.

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origin and excellence. A ropy Pittsburgh stogie, as leprosy of wrapper as of filler, I recognized as the twin brother to one La Rue had been smoking the previous evening when he was the only man in camp not complaining of sand-flies. The other was a Corona-Corona, delicate of texture as of aroma, and plainly one of a box Mr. Davis had been passing to all and sundry at the noonday lunch hour.

I reproved Bill for judging the La Rue dam-site by its sponsor's cigars, and just to make the lesson sink home pocketed and kept the Corona-Corona. That is to say, I kept it for about an hour. At the end of that time, having to go over the side to push the boat off a midstream bar, I tossed my fragrant treasure into a pair of waiting hands for safe keeping. When I climbed back to my seat Hydraulic Engineer La Rue of the United States Geological Survey, a look of Nirvanic calm on his wontedly austere countenance, was wrapped in the fumes of a fragrant Havana and assuring his neighbor that he sure did appreciate a good thing when it came his way.

I muttered in my beard and looked hard at a muddy object in the bottom of the boat. But no—one cannot throw a sodden hob-nailed shoe at the Chief of Party, especially when he happens to be the foremost authority on the hydraulic problems of the Colorado River.

My respect for Mr. La Rue's keen practicality has augmented from that moment to this. Indeed, I am even inclined to take more or less literally the tribute of a colleague who said: "If La Rue doesn't happen to have just the sort of dam-site he wants he can usually go out and run one down inside of a week or two."

For the voyage down Glen Canyon we rigged the four boats tandem by pairs, just as on the final part of the up-stream journey. Tom Wimmer ran the engine and directed the movements of the flotilla from the rearmost unit of the Flagship; I handled the oars of the forward unit.

Not necessarily the most distinguished, but rather the most serious-minded, of the party were concentrated in the two units of the Flagship. With the exception of Dr. Widtsoe, these were all engineers, and the reason for thus grouping them was to allow a free discussion of what they saw as they went along. In old Tom's unit—the bridge of the Flagship, so to speak—were Mr. Davis, Dr. Widtsoe, Mr. Dennis and Mr. La Rue. In mine were Mr. Stabler, Mr. Caldwell, Mr. Kahler and Colonel Birdseye.

Colonel Birdseye volunteered to act as my Bosun, and served faithfully throughout the voyage. His principal duties were to keep the painter neatly coiled and to leap lightly with it to a rock at landing; then to stand by and see that none of the party walked with muddy boots upon my rowing cushion. His only fault was over-zealousness, usually manifested by a penchant for jumping over into soft mud at the first sign of a grounding—a duty I felt to be particularly and distinctively my own because I, with my dwindling fringes of shirt and trousers, was more fittingly garbed for it.

Whatever indignities and brutalities I may have heaped upon the zealous Colonel Birdseye in his menial role of Bosun, he was given ample opportunity for revenge the following season when, as Chief of the Geological Survey Grand Canyon expedition, he had me equally at his mercy. That he failed to take advantage of the opportunity is only proof of his greatness of spirit.

The other double unit of the flotilla was commanded by Andy Wimmer, as engineer, with Lute Ramsaur at the oars and Bill Jones as utility man and roustabout. Bill Ramsaur, who had toiled with us on the up-stream voyage, had gone back to the railhead with the wagons and was returning to Los Angeles by land. Bill had lost fifty of his two hundred and fifty pounds on that punishing grind, with hide in proportion.

The passengers in Andy's outfit were President Young, Mr. Stetson and Professor Thomas. President Young was volunteer Bosun, but his natural genius for the work was lost on a craft which, through laxity of discipline, was a disgrace to the fleet from first to last. Indicative of the character of this motley crew is the fact that when, entirely in opprobrium, the more sedate and controlled of us began calling them The Pirates, they promptly seized upon the name and proceeded to live up to it by singing ribald choruses and committing various and sundry acts of indecorum and lawlessness.

The first potential dam-site was reached a few miles below Hall Crossing. After a half hour's inspection it was passed up without a survey—on account of a too considerable cross-section, if I remember correctly. Glen Canyon has so many possible dam-sites that there is no point in wasting time even surveying any but the best.

It was during our brief halt at this point that Tom Wimmer called me aside to confess that he was seriously worried for fear the down-stream voyage was going to be too monotonous for our guests and to ask if I had anything to suggest by way of relief.

(Continued on page 160)

Advertising Index will be found on page 220

The Main Sheet

W. D. Edenburn
3101 Woodward Avenue
DETROIT, MICHIGAN





Luxury with Speed

ANOTHER luxurious cruiser-houseboat is the "Ardea" designed and built by the Consolidated Shipbuilding Corporation, of New York, for Mr. Harry Darlington Jr., of Pittsburgh.

The "Ardea" is 81 feet long by 14 feet 6 inches beam, and the two Wright "Typhoon" Engines, giving a total of 1100 H. P., are housed in less than half the space which would be required for the more conventional marine engines of equal power output and they weigh only

about a third as much. "Ardea's" full throttle speed is 30 miles per hour, and on two-thirds throttle she maintains a comfortable cruising speed of 20 miles per hour.

Two full decks give ample room for the same comfortable living afforded by a large, luxurious houseboat.

This Cruiser-Houseboat type, as well as the popular 10-14 passenger, 60 mile per hour Commuting Run-about type, has been made possible by the outstanding performance of Wright "Typhoon" Engines.

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BULLETIN No. 10
An interesting general information and technical description of Wright Typhoon Engines will be forwarded on request. Send for it.

WRIGHT TYPHOON MARINE ENGINE

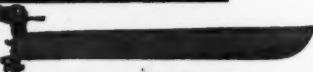
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Each engine designed and built to meet the requirements of the highest class of the American Bureau of Shipping.

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Advertising Index will be found on page 220

Up and Down Glen Canyon

(Continued from page 158)

I mentioned stranding them for the night on a bar of quicksand as worthy of consideration, but Tom ruled against that as calculated to aggravate his own rheumatism; also as a shade too drastic.

What he wanted, he explained, was something that would thrill without harrowing—excite without endangering or too greatly discommuting. What did I think about giving them a good sloppy run down a rapid?

When I protested that there was no such thing as a really sloppy rapid in the whole length of Glen Canyon, the Admiral pointed out, with a crafty grin, that the fact that all of the boats were loaded to the gunwales might be depended upon to generate considered sloppiness on its own account. In fact he was sure it would, especially if he opened his engine to the last notch and I provided additional headway with the oars at the right moment.

And so, in our rough, simple way, old Tom and I planned to relieve the ennui of our distinguished passengers. Whirlpool Rapid, a mile or two below, would be a favorable location, Tom opined.

In spite of its sinister name Whirlpool Rapid, during the month of September at least, is a comparatively innocuous riffle. A novice in a lightly loaded boat would have to make a considerable effort to get in trouble there. Tom and I were making a special effort, however, and neither of us was a novice when it came to looking for trouble on a river.

With the red-brown walls rearing higher and higher to reduce the jagged line of sky overhead to an ever-narrowing ribbon of vivid cobalt, we headed down toward the sharp elbow bend where a jutting cape of cliff threw back a half of the flow of the river in a spinning eddy. When Tom flipped open the throttle and I, at his ecstatically grinning nod, laid back onto the oars, a good seven or eight miles an hour was added to the eight or nine that our over-laden double-header was slipping along over the tops of the all-too-shallowly submerged boulders which formed the rapid.

I am morally positive that the hitting of the big foam-masked rock at the head of the rapid was no part of Tom's plan. Such a collision would hardly have been one to be courted lightly even with new boats; with those sodden, water-soaked, bulged and splintered bottoms of the craft in which we were riding it was asking for just about what happened.

There was no sharp, smashing impact to the blow when it came, but only a dull, heavy thud like that from a kicked sandbag or punched pillow. I felt the questing nose of the obstructing boulder pass under my feet as the rotten bottom oozed over it, to be followed immediately by spurts of incoming water.

Tom's boat, even more deeply laden than mine, was still more savagely gouged. Then the projecting knob of sandstone side-swiped the propeller, knocked the engine askew on the stern and killed the motor. At the same time a douche of muddy water over my bare legs told me that the deeply submerged sides did not present enough freeboard to exclude all of the waves of even this comparatively gentle rapid.

The water was swishing about my ankles even as I started to swing the wallowing tandem into a smoother channel with the oars, and before it was finally caught by the friendly eddy and carried up against the rocky wall of a talus the red flood was boiling over in buckets at every lunge.

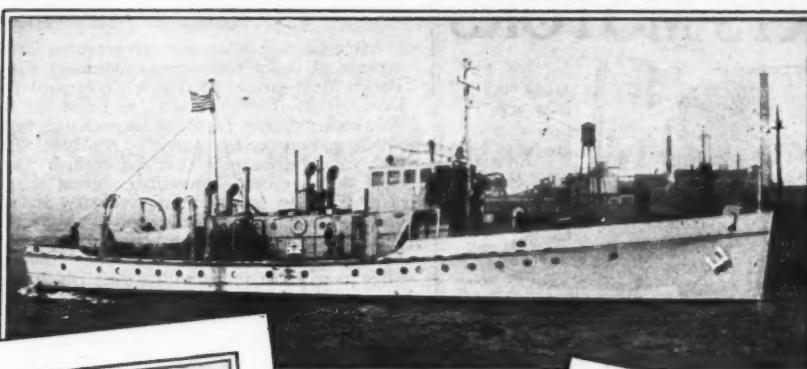
Facing the whole congregation as I rowed, I was able to observe the full effects of our little diversion: and that (as I have thought since) was the cream of the performance. Fresh from their jolting wagon ride over the mountains, our guests were finding even the worst of the river road surprisingly soft and easy going. Taking the bumping and splashing as a matter of course, all of them had gone right on with whatever they had been doing.

I remember particularly Birdseye with his finger running along an open mat. Caldwell munching raisins and dropping an occasional one down Kahler's neck; and Mr. Davis and Dr. Widtsoe in animated conversation. The only perturbed countenance was at the farther end of the long row. It belonged to that arch jester, old Tom Wimmer. And Tom afterwards said the same about me and my troubled countenance.

Most of the noon-hour halt was spent drying out baggage and trying to patch the torn and bruised bottoms of the boats. Neither operation was unqualifiedly successful. They were still swabbing Colorado River silt out of the bed-rolls at the end of two or three days, while the leaking bottoms demanded the services of hands with bailing cans all the rest of the voyage.

Fortunately no one ever suspected what, or rather who, was at the bottom of the trouble. Indeed, even this tardy confession from a lesser conspirator will hardly convince more than one or two of the party that honest old Tom had anything to do with it.

(Continued on page 162)



All of the thirty-three 125-footers are equipped with Cutless Bearings. Powered with Winton Diesel engines. Built by American Brown Boveri Electric Corporation.

Each of the 75-footers carries four Cutless Bearings. The entire fleet of 205 boats is Cutless-equipped.



The entire fleet of thirteen 100 ft. U. S. Coast Guard Patrol boats is equipped with four Cutless Bearings per boat. Powered with Winton Diesel engines. Built by DeLoe Boat and Motor Works.

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They make dry-docking infrequent; an important factor—because these boats must be constantly at sea.

They are lubricated by water, and will far outlast bearings of lignum vitae, bronze or babbitted metals.

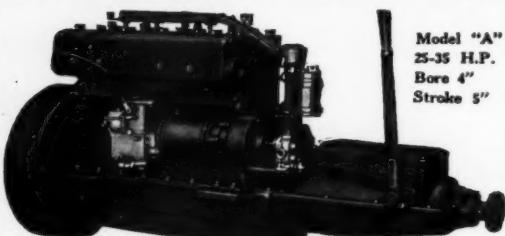
There is no size-limit—supplied for any craft from freighter to runabout. The whole story of Cutless Bearings is told in a new book, just off the press—you have only to ask for it.

THE B. F. GOODRICH RUBBER COMPANY
Established 1870

Akron, Ohio

Goodrich Cutless Bearings —for stern tubes and struts

ROBERTS MOTORS

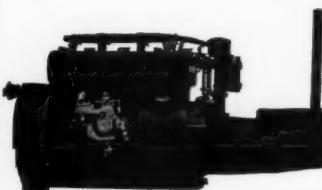
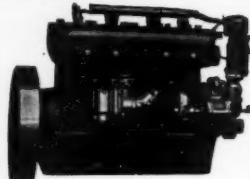


Model "A"
25-35 H.P.
Bore 4"
Stroke 5"

Price \$345.00, without reverse gear or starter.

Model "J" 18 H.P. Bore 3 1/2",
Stroke 4". The lowest priced
engine in America. Complete as
shown, \$225.00.

Interchangeable with Ford parts



Model "RS" 35 H.P.
Price complete without
reverse gear or starter,
\$325.00.

A motor for fast run-
abouts.

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Get a **STANDARD** MULTI-CONE REVERSE GEAR \$40 to \$200 FOR ENCLOSED TYPES

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Simplest to Operate
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Telephone: Cumberland 0804



Advertising Index will be found on page 220

Up and Down Glen Canyon

(Continued from page 160)

After turning down another potential dam-site (this time on account of faulty foundation conditions) where the great Water Pocket Fold crosses the river, we camped for the night upon a hard stretch of sandy beach just below the mouth of the muddy Escalante. Bosun Birdseye, unamenable to discipline when off watch, gave a bridge party in my boat after supper, littering with candle grease the seat and cushion which it was his principal duty to keep immaculate during the day. A threat of disrate to the rank of Ordinary Bailer (held jointly by Caldwell and Stabler) had the desired effect in the morning and further orgies were held ashore.

La Rue, with a voice as raw and strong as his own stogies, woke us up at daybreak with a song which began:

"I like to get up in the morning
Where the morning glories glow,
And to wander in the wildwood
Where the songbirds say 'Hello!'"

The raucous bellow of that boomed "Hello!" became our rising bell for the rest of the voyage.

In mid-morning we reached and landed at the foot of the famous Hole-in-the-Rock, of which I wrote in my account of the up-river voyage. Refreshing ourselves at a crystal-clear spring, a number of us climbed a thousand feet to the brink of the cliff down which that stout-hearted band of Mormon emigrants had lowered their wagons nearly half a century before.

An idea of the steepness may be gained from the fact that we were compelled to use our hands as well as our feet in clambering up considerable stretches. The last quarter of a mile was a veritable stairway, with the marks of the picks and the drill holes for the blasting powder still showing in the hard sandstone.

It seemed beyond belief that wagons could have been taken down at this point without complete destruction; but it is a matter of history that thefeat was accomplished. An ox-horn and the remains of a windlass improvised from the wheel of a mowing-machine were all we found to indicate the passage of the dauntless wayfarers. The green paint on the wheel was still bright and fresh, and even where the paint was chipped there was little rust. If there was any other way than by the original Mormon party to account for its getting there, one would have sworn that the historic piece of cast iron had not been weathered over a season or two. Dry desert air is a wonderful preservative.

Some of Tom's Mormon forbears, it appeared, had been numbered in the courageous Hole-in-the-Rock band. After we had camped that evening just above the San Juan, he told the group around the blazing driftwood fire epic fragments of history that had come down to him through the years. Most of these had to do with the pluck and nerve of the women who, it seems, were as ready to bend the back in labor as the knee in prayer, to cheer the days of their men with song as their evenings with dancing.

This sounded at the time more picturesque than probable, but I was subsequently to learn from the Mormon records that it was literally true. These amazing crusaders, kneeling in prayer at dawn and twilight, broke through the cliff in the daytime and into hosannas at night. And then, to round out the day and take the stiffness out of body and spirit, they cleared a space in the fire-lit circle of the close-drawn wagons and relaxed until bedtime in the rhythmic allurement of the dance.

With stuff like that in its pioneers, who can wonder at the splendid force and vitality of the Church of the Latter Day Saints of the present era. Our fellow voyageurs, Dr. Widtsoe, President Young and Engineer Caldwell, were fine examples of the modern Mormon.

With the patter of the raindrops on my sleeping bag that night came to my unpillored ear snatches of Tom's concluding historical contribution. It related to a buxom bride called Betsy whose young husband showed signs of wanting to side step the honor of piloting the first of the prairie-schooners down the jagged gash of The-Hole-in-the-Rock.

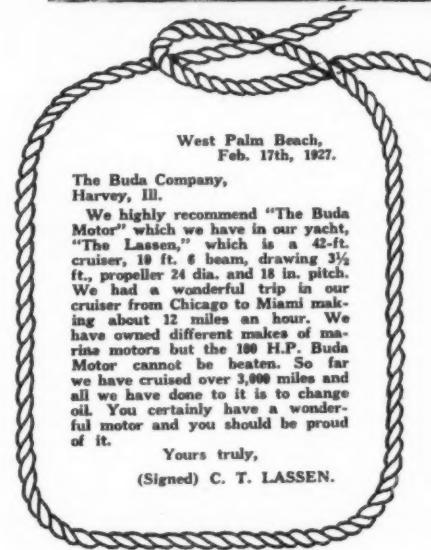
"If you're afraid of getting dust in your eyes, Jacob," said Betsy sweetly, "just you step down and make room for a driver who ain't."

Whereupon she picked up an ox-goad, mounted the bridge of the schooner and told them to cast off the restraining moorings. Thus shamed, Jacob refused to abandon more than half of his seat. And so the old bus swooped down under dual control, thereby gaining a fame that has become almost legendary for a Mormon family which Tom mentioned by name but which my drowsing senses failed to record.

Between waking and sleeping I heard the blanket-muffled comments of my companions on what one of the more frivolous of them called the story of "Betsy on the Bumps." Bill Jones seemed to feel that a high-flyer like that must have been a good deal of a termagant when she became the dowager of Jacob's

(Continued on page 164)

“.....over 3,000 miles and all we have done to it (Buda GM-6) is to change the oil”



Buda Marine Engines Prove Their Superiority In Actual Service

MR. C. T. Lassen's experience with the Buda GM-6 100 H.P. marine engine which powers his 42-foot yacht, Lassen, built by Burger Bros. of Manitowoc, Wis., is not a surprise to us. Frankly, Buda engines are built to give years and thousands of miles of service without interruption, and at a minimum of cost. Other owners of Buda powered craft enjoy this same superlative service which prompted Mr. Lassen to write the unsolicited letter shown in the panel at the left. That is why so many boat builders recommend and use Buda power. In the famous Sea Sled Model-23 Buda is standard power equipment.

THREE MODELS		
BM-6	BM-6-S	GM-6
50 to 80 H.P.	60 to 85 H.P.	70 to 100 H.P.

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Established 1881

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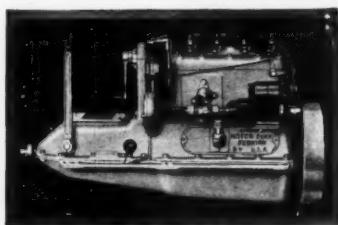
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From one of the oldest and most reliable builders of marine engines. NIAGARAS have always been known for their absolute reliability and faithful performance.

The 4 cyl. 9-15 H.P. NIAGARA "SPECIAL"

is in reality an "ARISTOCRAT" among marine engines for small boats 16'-32' in length. An engine thoroughly dependable and at all times assures your safety and ease of operation. For endurance it has no peer, and for smooth, quiet, pleasing performance, it has no equal in engines of its size today.



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THE Brooks system makes it possible for anyone handy with ordinary tools to build a sound and successful boat at a cost greatly less than market prices. Besides the money saved, you will have a better boat because by building it yourself you can be sure that each structural detail is right and nothing is skimped. Send 25 cents today for our book describing over 55 designs and explaining the Brooks method of easy boat building.

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Originators of the Pattern and Knock-Down Systems of Boat Building

50 H.P. to 1500 H.P.
For every marine requirement

The Bessemer Gas Engine Co.
32 Lincoln Avenue
Grove City, Pa.

BESSEMER

Advertising Index will be found on page 220

Up and Down Glen Canyon

(Continued from page 162)

augmented roost.

Tom couldn't say whether they ever kept chickens or not; but thought if they had, it would more likely have been Plymouth Rocks than—"ter-whaduycalums, that sounds like snake-bite dope?"

In the morning, scouting a half mile down stream beyond the mouth of the San Juan, La Rue discovered a dam-site that seemed really worth surveying. At this juncture our distinguished Chief-of-Party revealed a golden vein of sentiment streaking the gray iron of his normally rather grim and austere temperament.

Confessing that while he was by no means certain that dams would be built for many years at any of the sites in Glen Canyon, he still thought it would be a sort of a nice thing if every one in the party should have something to do with these preliminary studies. Then, in the event a mighty barrage was eventually constructed, it would put us in on the ground floor, as it were—give us something (sentimentally speaking, of course) to pass on to our children.

Birdseye and Stabler of the Geological Survey were designated for the honor of doing the technical instrumental work of this first great survey, while Professor Thomas, Stetson, Bill Jones and myself were offered jobs as rodsmen. Stetson, claiming that La Rue was trying to get work done under the guise of play by using Tom Sawyer-white-washing-the-fence tactics, went off to roll rocks down the cliffs, the rest of us blushingly accepted the honor.

I disqualified myself almost at the outset through inability to hold the numbered strip of canvas they called a rod in a perpendicular position, apparently, for some occult reason, quite an important point. Thomas, being a professor of Civil Engineering at the California Institute of Technology, seemed to grasp what was wanted of him, but an overly-hearty breakfast made his movements too logy and so rather stultified his usefulness.

But Bill Jones, after a lifetime of groping, came at last to his own. He was a born rodman. Climbing with his cupped, fly-like feet, he flitted from rock to rock with the airy grace of a fairy queen fluttering from flower to flower.

Once, heaven only knows how, he appeared on the top of a great balanced rock perched precariously at the brink of a cliff which overhung the river a thousand feet. As the hair-poised boulder began to sway, I rushed to save my fellow roustabout. Not his life (that seemed beyond all hope), but the record of his deed for posterity.

My fast Zeiss-Tessar caught him midway of his forty-foot leap to the nearest solid rock, literally between earth and sky; but before I could reach the spot in person to take his last message, Bill, bouncing like a rubber ball, had picked up his rod and was capering off for another sight. Such a leap to solid rock would have left an ordinary human being picking ankle bones out of his back hair from the telescoping; Bill merely complained of the heat of scoured hobnails burning through to the soles of his sockless feet.

Dr. Widtsoe was so impressed by that wonderful leap that he suggested that the name of Bill Jones be given to a natural bridge sighted later in the day. Director Davis, admitting the fitness of the name, stated that it was contrary to a recent Government ruling to name natural features after living men.

At this juncture the keen, practical La Rue cut in.

"Just let Bill go on rodding for a day or two more and that particular obstacle will be automatically removed," he said in his bright, cheerful way. (To be continued)

Radiant, a Dual-Controlled Craft

(Continued from page 25)

The arrangement of the boat is intended to permit handling by a minimum crew, a crew of 4 men being employed. The crew's quarters are as usual forward, followed by an ample galley which opens onto the dining room. From the dining room a stairway leads to an extremely commodious deck-house finished in teak, most tastefully decorated with furniture, chairs, etc., as shown on the photographs.

The after quarters consist of the owner's double room, two single rooms, a toilet room and a bath. The trim of the owner's quarters being in white and teak. The appointments throughout are all of the highest type of yacht requirements, Edison storage batteries, hot and cold running water, and complete blower system by which all the noxious gases can be driven from the engine room by the starting of the machine before the entrance of the engineer.

In service the boat has proved to be an excellent little sea boat, meeting some very strenuous weather during her Summer cruising off the coast of Maine.



Buffalo Gasoline Motor Co.,
Buffalo, New York.
Gentlemen:

Yonkers, N.Y., March 31, 1927.

Att: Mr. O. R. Chase.
The engine that I purchased from you in 1924 is running
like a clock, giving good satisfaction and has had no repairing
only what has been caused through my own neglect. At this
time of writing I would not sell the engine back to you for
the price that I paid for it, because it is still in good
condition and giving good service.

GJC-
enc. *Com Geo. J. Carve Y.Y.C.*

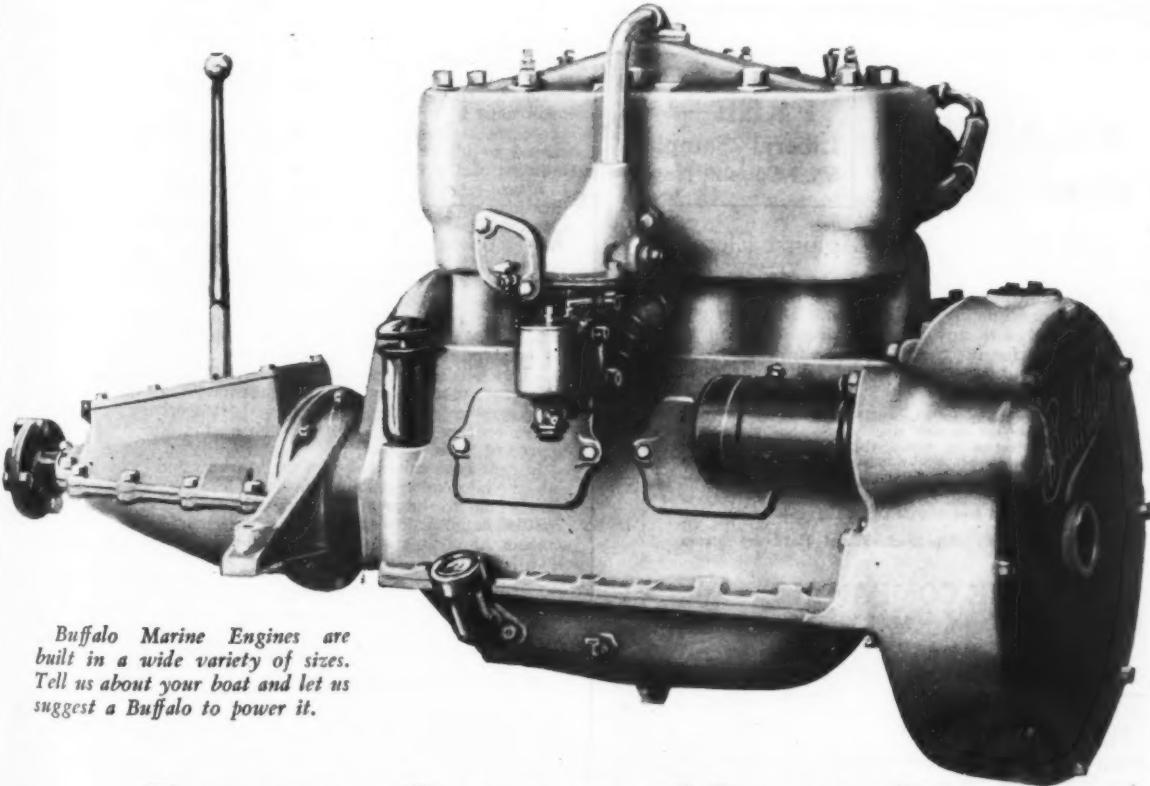
Very truly yours,

Unfailing Service

COM. CARVE'S boat is powered with a Model BA Buffalo, four-cylinders, 3 1/2 in. bore, 5 in. stroke—the model adopted by the United States Navy for powering boats 26 ft. and under.

What he says about his engine's performance strikes exactly the same note as hundreds of other letters received from Buffalo users.

A Buffalo will give *you* the same unfailing service.



Buffalo Marine Engines are
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suggest a Buffalo to power it.

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EVERY idea of cruiser value is swept aside when one sees the new Richardson "Cruisabout." More class, speed, style, comfort, smartness, and all-around seaworthiness than has ever been built within a thousand dollars of the sensational \$2,885 price of the "Cruisabout." Richardson-built, which means master workmanship from bow to rudder, and Gray powered, with the new "6-40" six cylinder engine; this is the first boat to know about this season. Write today for the name of the nearest distributor and the most startling boat facts you ever received.

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SOLARINE Cleans Quickly

And Protects Metal Against Elements

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Solarine contains no ammonia, hence metal polished with Solarine does not tarnish quickly. Solarine places an outer film of protection on metal that defies the elements. A Solarine polish is practically impervious to salt air and spray.

And Solarine requires less time and much less "elbow grease." It is quick, efficient and economical. Send coupon today for liberal free sample.

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Baltimore, Maryland.
Please send me, free and without obligation,
your large sample can of Solarine.

Name
Number
City State



Gear and Chain Transmissions

(Continued from page 49)

THE advent of the bicycle was probably the first device to bring into general public notice the chain type of drive and it has stood the test of time in this service. There were, as you may remember some gear driven models, but these although doing the work alright, have passed away. They did for a time give a talking point for the salesmen of these models, and quite often this is the only reason for some mechanical feature out of the regular run.

It was not until the internal gear tooth type of silent chain came into use that chains commenced to compete with belts and gear drives in the higher speed field. With present day materials it is possible to design transmissions of either the chain or gear type that will show efficiencies as high as 97 per cent. Too much stress should not be placed on the gear chain feature alone, for there are other points that are so important as to make or ruin the unit.

Formerly chains were used to connect shafts that were rather far apart, but the centers have been reduced so that today they are put into quite compact units. At high speeds there is a tendency for the oil to be thrown away from the hinge pins of the chain, causing wear, and although some chains are designed to compensate for wear, some form of take-up must be used to take care of the stretch of the chain and to steady it in its rhythmic slap. The take-up may be in the form of an idler, consuming power and kept in constant adjustment by springs or with provision for periodic adjustment. It is apparent that after the chain wears and stretches it has a greater pitch than the sprocket gears hence only one or two teeth on each sprocket are doing all the work although it would appear that half of the teeth are in proper mesh. These short chain drives are really flexible internal gears flying around at high speeds without fixed centers. The centrifugal force tends to pull it from the oval to the circular form and this pull together with the take-up causes the chain and sprocket teeth to jam tightly into each other and they do not mesh in the same sense that gears mesh. The possibilities for wear and noise are thus apparent and how soon they will commence to show up depends upon the material, design and lubrication. Due to the fact that accuracy is not essential in the spacing of the shaft centers or in the fit of the bearings, expensive machine work is eliminated and the drive can be made comparatively cheap and hence it has its field.

High grade gear type transmissions are quite expensive due to the great accuracy that is required and they too have their field. The theoretical shape of gear teeth is such that there is a rolling contact between gears in proper mesh. High grade units require the highest grade of material in the gears and the teeth must be ground to the nearest approach to the theoretical shape as is possible. The shaft centers must be accurately spaced to insure proper tooth contact, and the shaft bearings must be of the wear-proof type such as roller or ball bearings, to insure retention of the proper tooth contact. Such a unit will give long service, free from adjustment worries and with practically no noise. The shafts need not be parallel as the gear faces may be beveled to take care of this angle and so long as wear-proof thrust bearings, such as roller or ball thrust bearings are used to maintain proper tooth contact, they will give good service.

It is surprising how much extra it costs to have parts finished a few thousandths of an inch more accurate than the regular run of good machine work costs. Good gears mounted upon poor bearings will soon wear and become noisy, although poor or common gears mounted on good bearings have a good chance to give good service. Pinions mounted on short overhanging shafts with sleeve bearing pressed into the hub of the pinion are often the source of wear and noise.

In gear type units look into the bearings and in both types look into the lubrication system provided. It is better to have a steady flow of oil to the wearing parts than to have a case full of oil, for the latter may be the cause of overheating due to the small amount of cooling surface in proportion to the quantity of oil that is used.

L. R. K., Phila., Pa.

A Wheeled Car

(Continued from page 51)

the preparation of the ground. After selecting a suitable location where the condition of the land both above and below the water line are found adaptable, stretch a pair of strings along a line with the outer edge of the ties, and dig out the earth about 3 inches deep, followed by laying the ties so that the tops of the ties will be on a line with a string which has been stretched and laid out according to the grade and such other conditions as will be found. This will provide a solid bearing

(Continued on page 172)

Do these qualities mean anything when you buy THAT Boat ?



EXTREME SEAWORTHINESS:—

Banfield Sea Skiffs are proclaimed to be the greatest sea boats of our times.

SPEED:—

Banfield Cruisers are the fastest boats of their class, speed up to 40 M.P.H.

SAFETY FEATURES:—

Banfield twin-screw Cruisers are designed and equipped with every known safety feature. You have an outfit capable of meeting any emergency of the high seas.

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Banfield Cruisers are roomy and designed for the short day cruise as well as an extended cruise covering months.

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Banfield Cruisers are owned by our country's best known sportsmen and yachtsmen.

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Banfield Cruisers are in such demand that their depreciation is negligible. Ask the yacht brokers.

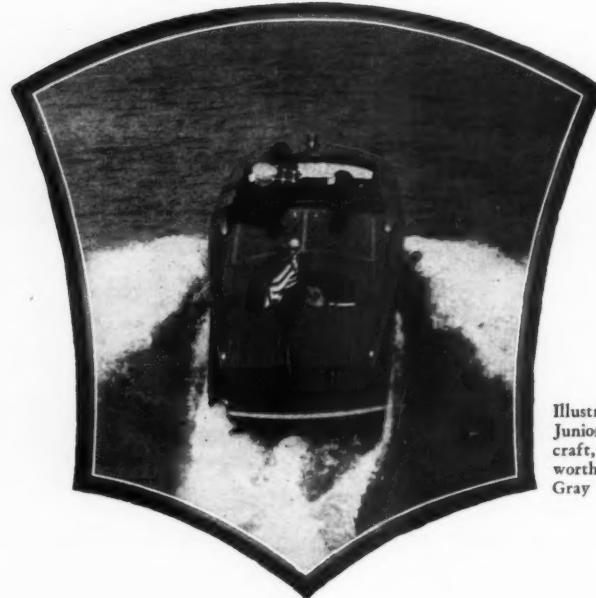
*30-ft. Sailfish Model Cruisers and the
Banfield Sea Skiffs are built in the
34- and 38-ft. De Luxe Model Cruisers,
and the 9- and 12-ft. Baby Banfield.*

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ATLANTIC HIGHLANDS, NEW JERSEY.

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The
DART →
RUNABOUT



The -DART- RUNABOUT

THOSE who know boat design and construction proclaim the Dart Runabout and Dart Junior the outstanding examples of supreme artistry, quality and craftsmanship in this highly specialized field. Grace of lines is combined with a sturdiness and rigidity that is to be had only in these master-built boats.

If the Outboard craze has hit you, you'll like our two boats, the 14-foot Hydro and the Lockwood Skimmer. They're ready for immediate shipment from stock. Write for information.

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THE 151 INCH CLASS



Miss Spitfire VI

Fittings for this popular racing boat are now ready for immediate delivery, complete in every detail, either with or without Running Lights.

If you are building or expect to build one of these boats it will be to your interest to get our prices.

Our 1927 Marine Catalog is off the press. Send for your copy. Free to you.

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The New SPORTABOUT
\$1995—



The utmost in value is offered in this double cockpit model—truly a boat worth comparing with the finest.

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PAUL S. GESSWEIN BOAT CO.

Designers and Builders

BERGEN BEACH

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TANKS
FOR STORAGE OF
GASOLINE, OIL or WATER
MADE TO ORDER
OF ANY SIZE OR SHAPE REQUIRED
RIVETED OR WELDED SEAMS

Rudders, Stacks, Special Work

L. O. KOVEN & BROTHER, INC.
154 OGDEN AVE., JERSEY CITY, N. J.

A Wheeled Car

(Continued from page 166)

for the rail at each tie laid. After the ties are laid, fill in between the ties with earth, which is to be well tamped between the ties.

Another excavation will be necessary for the winch foundation. This should be made about 12 inches wider all around than the size of the foundation itself, so as to allow for the placing of the wood forms. The forms are made of $\frac{3}{8}$ -inch boards, and should be substantially constructed and after being erected should be very strongly braced in position, so that there will be no danger of the same spreading when the concrete is poured. Concrete made of one part of Portland cement, two parts of clean brown sand and five parts of small broken stone, measured by volume (the stone should pass through a $1\frac{1}{2}$ inch diameter hole) will be found to make a good foundation.

Immediately after filling the form with the concrete, the anchor bolts for the winch, the bolts having been placed in a template which has been made from accurate measurements of the winch, are imbedded in the concrete, allowing sufficient projection above the top to allow for receiving the winch footings and to allow for nuts to secure same firmly. Extreme care is necessary in the preparation of the template for the foundation bolts, as the bolts must coincide with the holes in the winch, and there can be no corrections made to this once the concrete sets.

It is also advisable to imbed a piece of 4-inch steel beam in the concrete foundation. This will be found useful should it be desired to pull an extra heavy load.

The winch should be what is known as a Double Purchase Winch or Crab, this type being far superior to the single winch. The chief difference being another pinion and wheel, thereby increasing the actual advantage, and enabling the same manual force to lift greater loads, and also being built larger, heavier and stronger. Although this type of winch is known as double purchase, same may be used as single purchase by merely shifting a claw-pawl which is hinged on the top, thereby throwing one gear out of mesh. And by shifting the claw-pawl to another position the gearing may be entirely released enabling the drum of the winch to turn alone. This being very useful in the case of launching a boat, as it will allow the carriage to gather more momentum on its travel down the ways. The winch is constructed with a cast iron frame, with cut gears and should be of four man capacity of probably 5,000 lbs. so that boats of fairly heavy weight can be easily handled.

The rail or track should be of a standard size and weight, so that if additional rail is ever required, the rail can be matched. If a section $3\frac{1}{8}$ by $3\frac{1}{8}$ inches, weighing 30 lbs. per yard is used, same will have sufficient strength to take a good load without deflecting. The rail may be laid on flat bottom tie plates or directly upon the ties. In either case the rail should be double spiked at each tie with a $3\frac{1}{2}$ x $\frac{1}{2}$ inch railroad track spike. There will be about 650 of these spikes to a keg.

The ties are of 6 by 8 inch yellow pine, laid on the 8 inch face, and spaced 2 feet on centers for the full length of the ways.

The carriage is the most important item in the entire construction and this should be built in a most careful, thorough and workmanlike manner, as the safety of the boats while being hauled out or launched, depends entirely upon the strength of the carriage. If the carriage should fail, the results are bound to be disastrous. Therefore with any attempts at the construction of a marine railway this must be borne in mind so as to insure absolute safety to the boats. The carriage is made up of 6 by 12 inch yellow pine carriers and cross pieces, which are through bolted, with bolts not less than $\frac{3}{4}$ -inch diameter. The manner of procedure is simple: the carriers are all alike as are the cross pieces. Therefore, lay out the carriers and cross pieces carefully and arrange same in their respective positions up on proper blocking. The boring of the holes for the bolts may now be done. The bolt head on top of the cross pieces must be countersunk so that there will be no projection above the timber, which might interfere or obstruct the loading or unloading of a boat. Under each bolt head and nut provide iron washers. The cross pieces are notched or sized down so that the tops will finish level. This sizing is necessary because rough timbers will be found to vary in width and height, and the failure to size the timbers will result in an uneven top which will prevent an even bearing of the keel. Between the inside carriers provide iron tie rods, with turnbuckles as shown.

The wheels are standard car wheels of not less than 20 inches diameter with a strong substantial steel axle. The axle is laid to ride in extra heavy rigid pillow blocks, of the split type. The pillow blocks should be accurately aligned, so that the carriage will ride true.

Tackle may be of either a single $5\frac{1}{2}$ -inch—6 by 19 iron cable or a rope fall. Either will answer, except that a rope fall will slow down the speed of the haul.

G. H., West New Brighton, N. Y.

KERMATH

Balanced Power
for
Every Boating
Requirement



When writing please mention MOTOR BOATING, 119 West 40th Street, New York



A Gozo boat from the Island of Malta. Kermath 65 H.P. motors power these strange craft with splendid results.



A Matthews "38" cruiser race at Palm Beach. Five of these boats were powered with 65 H.P. Kermath motors.



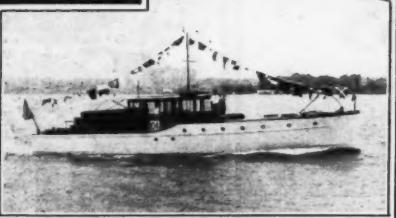
"Scaramouche," designed by Elton B. Schock, is a famous auxiliary schooner on the Pacific Coast. Its power plant is a 4 cylinder 20 H.P. Kermath.

Matthews
using the
Spuds up

POWERED BY KERMATH MEANS POWER TO SPARE



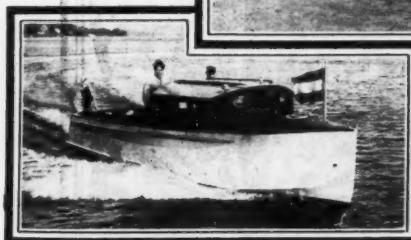
The fine 28-foot Gordon Express Cruisers standardize on Kermath. With the 150 H.P. model they give 28 m.p.h.



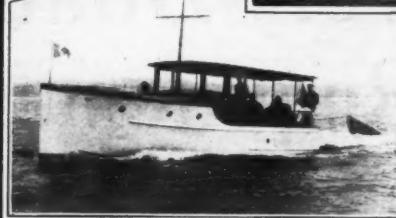
Commodore E. H. Scott of Erie, owns this 65 foot cruiser "Sunshine" powered with three 65 H.P. Kermaths.



The Portland Yacht Yards built this 32 foot Express Cruiser, powered with either the 100 or 150 H.P. Kermath six cylinder motor.



Here is a 28 foot Express Runabout powered with a Kermath 100. Lake Geneva, Switzerland, is its cruising grounds.



This 38 foot cruiser built by Emil Meyer is powered with a 65 H.P. Kermath. Speed 14 m.p.h.



This Casey 35 foot standardized trunk cabin cruiser is fitted out with a 4 cylinder 35 H.P. Kermath motor.



The 38 foot cruiser, "Randa", owned by W. A. Winterbottom, powered with a sturdy 65 H.P. Kermath, gives 13.9 m.p.h.



Malabar 7th, winner of the Bermuda Race, was designed by John Alden. He specified 2 cylinder 6-8 H.P. Kermath for this boat.



Here is a smart little 28 foot Johnson Cruiser powered with a Kermath 20 H.P., which gives a cruising speed of 8-10 m.p.h.



Matthews "38" is now
using the Kermath 65.
Speeds up to 12 m.p.h.

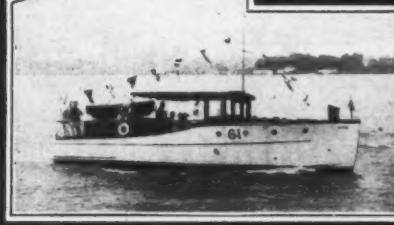
This is the start of the Kermath Race at
Detroit. Twenty-five cruisers, all Kermath
equipped, competed. Another evidence of the
wide acceptance of Kermath motors.

A fast 32 foot Fellows Craft on
the Pacific Coast powered with
a 4 cylinder 35 H.P. Kermath.

80%
OF ALL BOAT
BUILDERS
STANDARDIZE *on*
KERMATH



is a sturdy built
down "38" powered
with a 65 H.P. Kermath
doing 12 m.p.h.



Commander A. L.
George of New York,
owns this Express
Cruiser powered with
a 100 H.P. Kermath.



One of the Famous
Banfield Sea Skiffs
powered with twin
65 H.P. Kermaths.

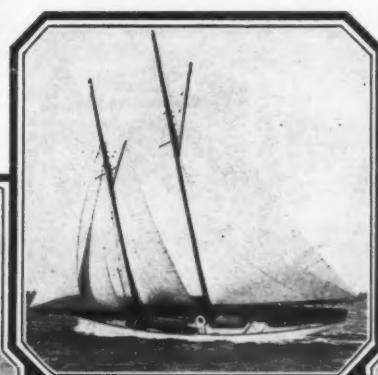
This 48 foot Liggett
Cruiser uses a 100
H.P. reduction gear
Kermath.



A Hacker Dolphin powered with a 100 H.P. Kermath
doing 32 m.p.h. at Cleveland, Ohio.



8 foot Liggett Cruiser won the Kermath Race
powered with a 65 H.P. Kermath at a speed of 12.5 m.p.h.

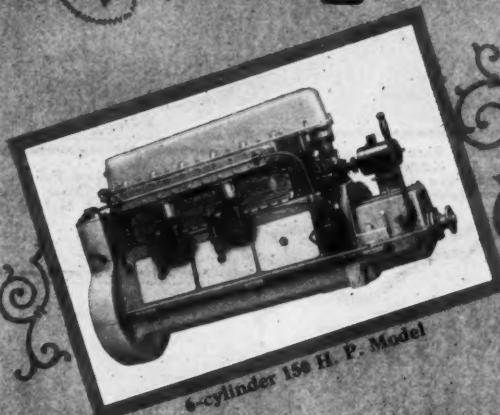


A very handsome 70 foot auxili-
ary Schooner powered with a 65
six cylinder Kermath motor de-
signed by Mower.

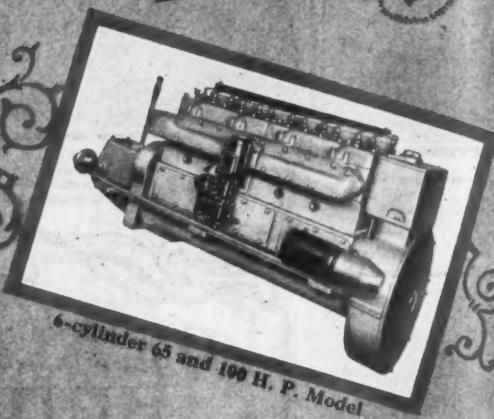


This Defoe special built 55 foot cruiser has twin 100 H.P.
reduction gear Kermaths. Speed 14 m.p.h.

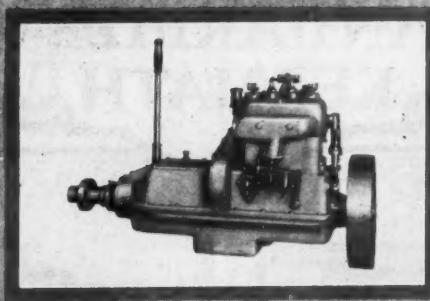
KERMATH



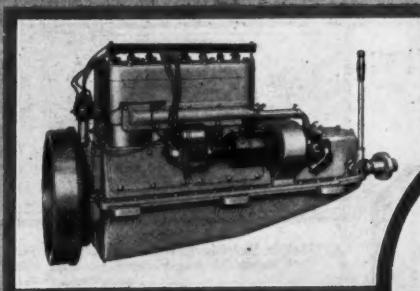
6-cylinder 150 H. P. Model



6-cylinder 65 and 100 H. P. Model

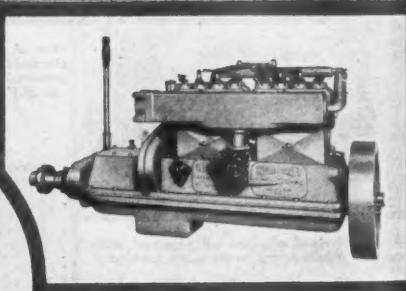


2-cylinder 6-8 and 8-16 Model



4-cylinder 35, 50 and 70 H. P. Model

Single Cylinder 3 H. P. Model



4-cylinder 12, 16 and 20 H. P. Model

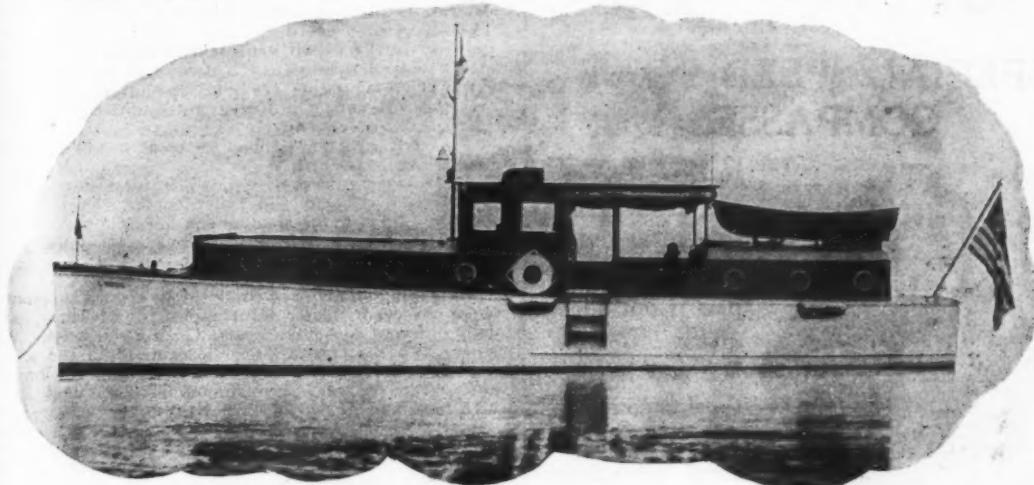
KERMATH MFG. COMPANY

5873 COMMONWEALTH AVENUE . . . DETROIT, MICH.
90 KING STREET W., TORONTO, ONTARIO

A K E R M A T H A L W A Y S R U N S

Advertising Index will be found on page 220

CHANCE DOUBLE CABIN "WEEYACHT"



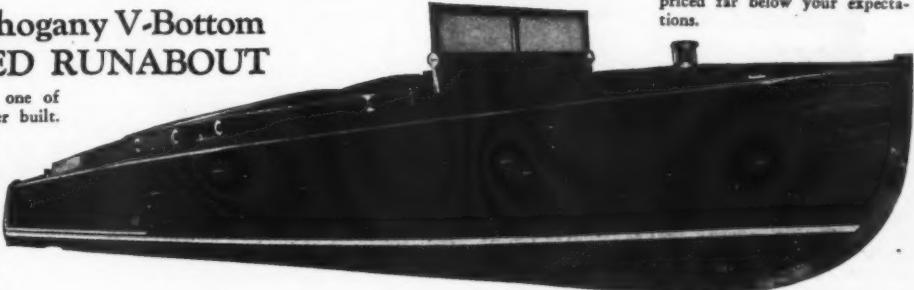
This example of WEEYACHT is the same hull as the Single Cabin Cruiser. It sleeps four forward and three aft. Each cabin has separate lavatory. Engine room is under bridge. Completely equipped and powered to suit you and priced within reason. This fine sea-going Cruiser requires no paid hand and will please the entire family.

THE CHANCE
"MIDDY"

20' Round Bottom Raised Deck Runabout. Beam 5' and will make 12 m.p.h. and upward, according to power plant installed. Automobile control, large fuel capacity and built in accordance with the rigid specifications that characterize all CHANCE boats. No finer boat of her class is afloat. And priced far below your expectations.

26 ft. All Mahogany V-Bottom
HIGH SPEED RUNABOUT

This is without doubt one of the finest runabouts ever built. Every effort was made to build a staunch boat that will deliver years of pleasure without continuous overhaul of the hull. Beam is 6' 6", draft is 2' and speed is only limited by your choice of motor. While no attempt was made to build the cheapest boat—our manufacturing methods and modern plant have resulted in our being able to deliver this boat at a much lower price than such an excellent job would seem to demand.



WRITE US FOR FULL DESCRIPTION AND SPECIFICATIONS OF ANY OF THE BOATS ILLUSTRATED, ALSO THE SINGLE CABIN WEEYACHT 26-FT. SEMI-V-BOTTOM RUNABOUT AND THE FAMOUS CHANCE TOMBOY 32-FT. RUNABOUT. We are developing a 75-foot Cruiser. ASK ABOUT IT!

C H A N C E
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ANNAPOLIS, MD.

Kelvin & Wilfrid O. White Co.

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Boston



38 Water St.
N.Y.C.

(2 blocks from Custom House)

SPECIAL SPEED BOAT COMPASSES



the Card—which remains *Steady and Dead Beat.*

SEND FOR CIRCULAR

In these days of fast cruisers for use at sea the old time compass is not adequate.

We now have a special compass for this job, and vibration of engines or jump of the sea do not disturb

Compass Correction by Production Methods (Continued from page 15)

the sights. This completed the merry-go-round and compass correction on a quantity basis became easy.

In the actual compensation semicircular error is the only one corrected. Two swings around the dolphin are made. The first determines the errors on north-south and east-west readings. The errors are recorded, halved and corrected as nearly as possible by the usual permanent magnets in brass tubes secured under the compass. A second swing confirms this adjustment, and a final swing gives the residual errors. All errors are recorded in degrees to eliminate the possibility of confusion between easterly and westerly.

The only problem remaining was to tell the owner his residual compass errors in such a fashion that he could not apply them the wrong way. The form of deviation card shown was adopted and prevents the chance of mistake. Simply following the slant of the lines connecting the outer-magnetic rose to the inner compass rose gives the course to be steered, or vice-versa, and the degrees are converted to points by direct inspection.

In making so many of these cards, certain interesting facts were observed. Sister ships apparently identical had materially different compass errors. On the thirty-four foot cruisers, with the compass off the center line and about three feet from the engine and galvanized iron ice box lining, errors up to nine degrees were found. These could be reduced to a maximum of two or three degrees. On the twenty-six foot cruisers with the compass a few inches directly over a galvanized iron tank, the errors ran as high as thirty degrees and could be reduced to four or five degrees. The speed of the engine had no effect on the compass. Personal equipment such as enamelled steel plates and cups produced tremendous and erratic errors which were totally unsuspected by the owner in most cases. Movable iron and steel more than six feet from the compass had little or no effect unless of large mass, such as iron ballast blocks or a heavy anchor.

The scheme used in swinging ship is practically perfect and could be employed by anyone having a post or pile against which to place the bow of his boat. A compass taken to the post and away from magnetic influence will give magnetic bearings accurate enough for all practical purposes. The type of deviation card used has been found highly satisfactory and eliminates the necessity for remembering which way to apply the deviation correction.

A High Power Engine

(Continued from page 43)

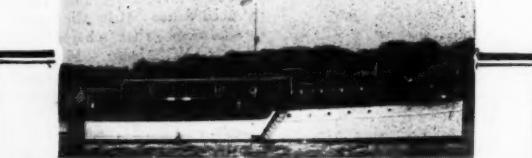
ditions frequently met in twin screw installations where it is desirable to have engines capable of turning in both directions, they are built in either right or left hand types. This means not alone that the rotations of the engines is arranged for either a right or a left, but that all the castings and accessories are arranged in his same way.

The construction of the engine is of the L head type, with a bore and stroke of $4\frac{1}{4}$ by $5\frac{1}{4}$ inches. The most modern thought in improved manifold design has been incorporated so that the utmost efficiency is obtained as a result of these features. Double carburetors provide an abundance of fuel, and properly designed hot spots insure excellent performance and economy. The extra large crankshaft which is three inches in diameter, has reduced vibration to a negligible point, so that it can be said that the engine is free from vibration.

For lubrication a double pump has been provided which is readily accessible, since it is placed on the outside of the engine. The oil cooler is similarly placed outside, so that it can be quickly cleaned when necessary, and it is so arranged that the oil passes through it twice, once in going to the sump, and the second time on its return. Combined with the cooler is an oil filter of generous proportions, and a convenient filler cap is provided in the same assembly to allow for the addition of oil as required. It is also possible to drain the old oil from the engine at this point very conveniently without undue effort. A plunger pump is provided for this purpose, which is built into the filter assembly.

The electrical units, such as the starting motor, the generator, and the ignition systems are all Delco devices, the ignition being a two-spark Delco distributor. The reverse gear is of the ball bearing type, with a wide margin of safety, and is unusually compact. It reverses at practically the same speed as the forward drive, the reduction being only ten per cent.

Many of the most prominent builders of standardized boats are using Scripps engines as the regular equipment in their craft. Among these are: Gar Wood, who uses the G-6 in his Baby Gar Jr. The Hacker-Fermann Company use them in their Dolphin runabouts and the Purdy Boat Company have used them as standard equipment in the famous Biscayne Bay runabouts.



Marpessa, 77' long, 15' beam, two 6-cylinder $6\frac{1}{2}'' \times 8\frac{1}{2}''$, 75-100 horsepower, 20th Century Motors, designed and built by us, owned by Mr. H. D. Whiton, New York.

Let Us Build That Yacht for You!

We will design and build you a yacht, completely furnished and equipped, including power, at prices that cannot be equalled when construction and finish are concerned. Our thirty years' experience in designing and building yachts assure you a boat that will give genuine satisfaction.

Let us submit plans and prices to you.

NEW YORK YACHT, LAUNCH & ENGINE CO.
MORRIS HEIGHTS NEW YORK CITY



DURKEE-GUINAN
Spring is here—and we are ready for you with a larger stock than ever of Marine Hardware, Motor and Sail Boat Fittings and Supplies.

The benefit of our long experience in selecting dependable equipment is yours for the asking.

Send us a list of your requirements for prices or ask to have our representative call.

DURKEE-GUINAN CORP.
39 OLD SLIP NEW YORK



KERMATH Wins!

The internationally famous standardized 26-foot Chris-Craft, powered with the internationally famous stock model 150 H.P. Kermath, captured first place in all heats in the Super Express Runabout Race at the Miami Regatta, March 18th and 19th.

3 to 150 H.P.

\$135 to \$2300

KERMATH MANUFACTURING COMPANY

5879 Commonwealth Avenue, Detroit, Michigan

90 King Street West, Toronto, Ontario

New York Display Rooms: 50 West 17th Street, New York City

"A Kermath Always Runs"



When writing please mention MOTOR BOATING, 119 West 40th Street, New York



Our new 96 Page Book of Sail and Motor Yacht Equipment is a handy reference for boat owners and builders.

"This Is What You Want"

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"Great, John! Better order what you need at once. I want my boat to be the finest in the fleet this year and it will be, thanks to "WILCO."



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Here's the canoe for your portable motor

THE "Old Town" Square Stern Sponson Canoe is the ideal craft for a portable motor. It is light, buoyant and easy to handle. Surprising speed can be developed from an outboard motor clamped to the stern of this canoe. Made with or without sponsons (air chambers).

Free illustrated catalog gives complete information about sailing canoes, square stern canoes, dinghies, etc. Write today. OLD TOWN CANOE CO., 787 Middle St., Old Town, Maine.

"Old Town Canoes"

ELDREDGE-McINNIS, Inc.

160 STATE STREET, BOSTON, MASS.

Naval Architects—Yacht Brokers

(Formerly General Mgrs. and Naval Architects for George Lawley & Son Corp., Neponset, Mass.)

Designers of Power and Sail Yachts

Chosen as the designers of the "Wanamaker 38," and also the designers and engineers for the A.C.F. 25-foot runabouts, 35, 41, and 62-foot cruisers, designed for S. C. Kyle, New York City. Designed, while at Lawley's, the new "Scamper" 65-foot express cruiser for Nelson Doubleday, also the 100' "Edamena IV" for Earle P. Charlton.

Also designers of the auxiliary yawl for Henry W. Buhler; and the express cruisers for James A. Garland, Howard F. McInnis, and H. D. McGraw, now building.

Lubrication and What It Means

(Continued from page 42)

trouble elsewhere. Possibly loosened bearings through failure to use good oil, or to have changed it frequently enough in the past.

Other Good Rules

There are other safe and good rules. Many engine manufacturers tell you to change oil every fifty hours. You cannot go far wrong if that advice is followed. Others go so far as to say every twenty-five hours. That should not be necessary, unless cheap oils are being used. And on that basis, cheap oil, even when figured solely by the cost per gallon without other considerations, costs more than good oil.

The Larkin rule is good. If for any reason you are not familiar with your normal oil pressure, or if your engine is a splash feed design, not showing pressure, change every fifty hours, unless you are on a long, steady cruise, in which case the oil will change itself by the simple expedient of using itself up and calling for more.

Years ago, changing oil in marine engines was not an easy matter. Poor facilities were provided, engine installations did not take oil changing into consideration and not enough attention was paid to the matter either by the engine manufacturer or the boat owner. But better engineering, more attention to details, more careful thought given to lubrication, have changed all that, just as they have increased the life of marine engines in general. Today practically every marine engine manufacturer makes it easy for the owner to change oil.

The Gar Wood System

One of the lubricating systems most highly favored is that known as the Dry sump. This means that the main supply of lubricating oil, instead of being carried in the crankcase, is held in an entirely separate reservoir. Gar Wood engineering, both in the Gar Wood Marine and Detroit Marine engines exemplifies this principle splendidly. As shown in the illustration, the oil is carried in a separate reservoir, or tank, which also serves as an oil cooler, as it contains sixty-five feet of tubing. A drain plug is provided at the lowest point, so that oil may be changed easily, and at the same time it is a very simple operation to flush the tank. Two entirely separate and distinct oil pumps are used—one to maintain pressure at all bearings throughout the engine, and the other to pump the oil from the bottom of the crankcase to the oil reservoir. The oil so returned, of course, is that which has first been fed to the engine, and has then been thrown off the bearings and rods, finding its way to the bottom of the crankcase. With this highly efficient system, sludge formation is easy to combat, oil changing is simple, and the oil tank may be flushed readily.

The Gray Sludge Sump

Gray practice provides the owner with a simple device known as the Gray Sump Pump, by means of which all settling and dirt, as well as the old oil, are easily removed. To protect the engine still further, Gray design incorporates in the H-50 model, a sub-base or false bottom, as shown in the illustration. The purpose of this base is to catch all of the oil slung from the connecting rods and drain it towards the central and lower portion of the base. There is a screen in each end of the false bottom, and in the central and lower point is a bowl-shaped reservoir which, while having a solid bottom, has the upper portion made of screening. This is removable through the hand-hole plate and is known as the Gray Safety Sludge Sump. The pressure oil pump picks up its oil beneath the false bottom after the oil has been screened through any of the three screens above mentioned. It picks up the oil at a point one inch above the bottom of the base, so that settling do not reach the intake.

When an engine is installed on an angle in the boat and the usual amount of lubricating oil is in the base, this false bottom is covered to a depth of from one to three inches of oil, constantly circulating down to the bottom of the case and back through the engine, and being slung off the rods. The Sludge Sump takes care of sludge formation, which can be removed through the hand-hole plates, while the Gray Sump Pump will remove all old oil. Owners of older Gray engines should by all means obtain one of these sump pumps.

Kermath's System

Another adherent of the dry sump system—and this system always lends itself readily to oil changing—is Kermath. Taking the Model 150 as an example, the oil reservoir is mounted above the flywheel. Oil is fed by full pressure system to all wearing parts, and thus a definite supply is provided for all wearing parts in proportion to their load. The crankcase—i.e., the sump—remains dry, as a dual oil pump is used, returning the oil from the crankcase to the tank by suction. As will be noted from the

(Continued on page 182)



America's Winning Marine Electrical Equipment is Bosch

In jockeying for position, in racing against time, in buffeting sea and wind, Bosch Marine Electrical Equipment can always be depended upon to deliver the vital spark—full-flash and on-time.

Veteran boat owners rely upon Bosch—specify Bosch for every type of motor driven craft, large or small.

Bosch Marine Electrical Equipment is precision built to eliminate repairs; waterproof to resist short-circuiting; sturdy to stand long wear. The standard of all magnetos—Bosch Magnetos—made by the American Bosch Magneto Corporation—is a selling asset as well as a navigating help to any boat.

In giving your overhauling instructions or when releasing building specifications it will pay you to specify "Bosch Marine Equipment."

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Bosch RED Spark Plugs famous for their wrench-slip-proof and carbon resisting Ambosite insulator—no burning electrodes and gas tight design.

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THE BEST HOW TO BUILD SERIES EVER PUBLISHED
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This volume describes in detail how to design a motor boat. It also contains complete plans of 30 Cruisers, Runabouts and Auxiliaries. The plans include lines, table of offsets, interior plans, profiles, construction details, etc. There is no book published at the present time which describes in everyday language the details of designing a boat according to your own tastes. The plans of Ideal Cruisers, Runabouts and Auxiliaries are complete in every particular. They include the best of the plans published in MoToR BoatinG during the past several years. The plans include boats of from 20 feet in length up to 40 feet. The drawings are all to scale and large size.

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This book gives complete information for building the following boats: 18-foot mark boat, 12-foot outboard motor boat, 12-foot speed boat, 12-foot bangabout, 13-foot sea skiff, 16-foot sharpie, 18-foot runabout, 20-foot monoplane, 20-foot hydro-runabout, 20-foot knockabout, 20-foot tunnel stern, 22-foot V-bottom runabout, 25-foot V-bottom cruiser, 25-foot round-bottom cruiser, 25-foot cruiser (Consort II).

Every article is fully illustrated with working drawings and no information or instructions are missing which would be of assistance to the novice to build his own boat.

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Plans and specifications of the following boats are included: Edith, a 15-foot runabout; Jane, an 18-foot runabout; Katherine, a 30-foot cruiser; Dorothy, a 25-foot runabout; Zenith, a 25-foot cruiser; Cyclone, a 36-foot auxiliary; Eclipse, a 40-foot express cruiser; Magnet, a 25-foot cruiser; Tornado, a 45-foot auxiliary schooner; Broncho, a 28-foot cruising runabout; Shark, a 21-foot utility runabout; Claire, a 36-foot express cruiser.

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Read the contents: Chum, a 16-foot Motor and Sail Craft; a 9-foot Easy-to-Build Dinghy; Nomad, a 34-foot Cruiser; a 9-foot Sharpie; Porpoise, a 20-foot Auxiliary Cat Boat; Kingfisher, a 14-foot Fishing Skiff; Shrimp, a 25-foot Hampton Boat; Flattie, a 16-foot Utility Boat; Dolphin, a 34-foot Tunnel Stern Cruiser; a 9-foot Dory; an 8-foot V-Bottom Tender; Penguin, a 25-foot Auxiliary Sloop; Sea Gull, a 41-foot Auxiliary Schooner; Whale, a 20-foot Cruiser that's a Real Cruiser; Tarpon, a 28-foot Raised Deck Cruiser; Alligator, a 28-foot Tunnel Stern Cruiser; a boat that will run in water little deeper than a heavy dew, and Mud Turtle, a 36-foot Stern Wheel Motor Boat; Rookie, a 20-foot Auxiliary Sloop; Nautilus, a 40-foot Tunnel Stern House Boat; Victory II, the Cruising Champion; Complete Bills of Material for Building.

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Price of Twenty Easy-to-Build Motor Boats.....

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Plans and Blue Prints of Twenty-five Practical Runabouts, Cruisers, Hydroplanes, Auxiliaries and Dinghies

By JOHN L. HACKER, N. A.; CHARLES D. MOWER, N. A., and others

America's foremost designers of small and practical motor craft

MoToR BoatinG's Build A Boat Series

MANY of the plans are accompanied by large detail blue prints, 12" x 22", giving measurements and dimensions, all accurately drawn and reproduced exactly to scale. The descriptions of the boats as well as the drawings are complete in every particular with full specifications and directions for building.

All of the boats are simple in design and construction and can readily be built by any amateur who is handy with tools. And still they are real motor boats, designed by the country's most successful small boat architects, combining attractive lines with seaworthiness, speed, safety and sturdiness.

For those desiring to have a professional builder construct their boat for them this book of plans may be used in place of employing a naval architect, thus saving several hundred dollars in fees. Every one of these boats was designed especially for MoToR BoatinG on specifications drawn up by our editors to meet the distinct requirements of different classes of motor boat owners. They represent the best and most up-to-date types of boats in use today.

A summary of the boats, complete plans of which appear in this book, is as follows:

A 13-foot dinghy for outboard motor.	Priscilla—21-foot 6 inch monoplane—125 horsepower, speed 45 miles.
Buster—13-foot sailing dinghy—auxiliary outboard motor.	Miss Victory—22-foot hydroplane—Up to 300 horsepower, speed 60 miles.
Smarty—14-foot utility boat—auxiliary outboard motor.	Rusette—22-foot runabout, 4 cylinder, speed 28 miles.
Marybelle—14-foot runabout—4 horsepower, speed 8 miles.	Fleetfoot—22-foot runabout—20 horsepower, speed 15 miles.
Lorraine—16-foot runabout—25 horsepower, speed 30 miles.	Chiquita—25 1/2-foot knockabout—50 horsepower, speed 20 miles.
Miss Mississippi—17-foot hydroplane—25 horsepower, speed 32 miles.	Dolores—24-foot knockabout—8 horsepower, speed 7 miles.
Anita—17-foot runabout—4 horsepower, speed 8 miles.	White Cap—25-foot runabout—6 cylinder, speed 23 miles.
Flapper—18-foot runabout—4 cylinder, 20 horsepower, speed 14 miles.	Poseidon—25-foot runabout—10 horsepower, speed 8 miles.
Imp—18-foot runabout, 12 horsepower, speed 11 miles.	Miss A. P. B. A.—26-foot runabout—12 horsepower, speed 40 miles.
Frances—18-foot catboat—auxiliary outboard motor.	Irish—28-foot speedabout—4 cylinder, speed 22 miles.
Gladys—20-foot runabout—20 horsepower, speed 15 miles.	Marge—31-foot cruiser—20 to 50 horsepower, speed 10 to 15 miles.
Grace—20-foot Cape Cod cat—auxiliary outboard motor.	Ruth—33-foot flabiner cruiser—35 horsepower, speed 12 miles.

Price of this new book of plans (including blue prints) Build A Boat.....

\$3.00

Price of all five books of Ideal Series (Vols. 1-5) if ordered together \$8.00

Foreign Postage, \$1.00 extra.

Advertising Index will be found on page 220



The Majority of Boat Owners Use Dependable Champions



Whether you drive a fast boat, comfortable cruiser, or a put-put, for business or pleasure, you will obtain greater satisfaction if you use dependable Champion Spark Plugs.

The great majority of boat owners already know this and use Champions regularly.

As a result of the universal use of Champions both in motor cars and marine engines, Champion is outselling throughout the world.

There is a correctly designed Champion Spark Plug for all marine engines

CHAMPION

Spark Plugs
TOLEDO, OHIO.

When writing please mention MOTOR BOATING, 119 West 40th Street, New York



An Outstanding Value

The Dunphy Sand Dab is well within your means. Speedy—seaworthy—easy to handle—an outstanding value in the motor boat world.

Length—18 feet. Shallow draft tunnel stern. Runs in 11 inches of water. Beaches anywhere—the propeller is protected. Salt water equipped. Room for 9 passengers. Equipped with 15 H. P. Universal Flexifour Motor with electric starter. Makes 15 miles per hour. Hull is cedar planked, brass and copper fastened, mahogany finished. \$1275.00 F.O.B. Eau Claire.

All Dunphy Boats—launches, outboard motor boats, row boats, canoes, resort boats are ready for immediate shipment. Write for illustrated catalog—it's FREE.

See Dunphy Boats in our permanent Show Room in Chicago—1725 Diversey Blvd.

DUNPHY BOAT MFG. CO., Dept. C5, Eau Claire, Wisconsin

DUNPHY
famous  for forty years!

SAFTIBOAT



Saftiboot is entering its ninth year on the French market and its third on the American, not as a novelty but as a practical means of transportation, both pleasure and commercial, on both deep water and water too shallow for other boats to go. The efficient air propeller makes for economy, speed and safety. "You can run wherever you can see water." Catalog BG will explain more fully.

BROWNBACK MOTOR LABORATORIES, INC.
NORRISTOWN, PA.

MARINOBILE

The FORD Powered Motor Boat

POWERED with a fully marine-converted Ford motor, it gives you the same advantages of economical operation and low upkeep that the world's most popular car gives on land. Our speed motor model is guaranteed to give better than 25 miles per hour.

Write for catalogue.

T.J. BUTLER

SHOWROOM AND SERVICE STATION:

470 PASSAIC AVENUE **KEARNY, N. J.**

Lubrication and What It Means

(Continued from page 178)

illustration, a drain cock is provided so that the oil may be easily and quickly changed. Good engineering, simple, safe, trouble-proof.

Scripp's Ideas

The Scripps engine is another which has been engineered with a view of making it easy and practicable for the owner to change oil. A pump is provided which easily and quickly changes the oil by taking it from the lowest part of the crankcase and discharging it into any can or measure which may be handy. No Scripps owner should complain of difficulty in changing oil, for when the new design was incorporated in the Scripps G-6, provision was also made whereby the same pump may be supplied for installation on any Scripps engine now in service. This careful consideration should be capitalized by every Scripps owner, for the very slight cost of the pump is an investment that will repay itself a thousand-fold.

Sterling Designs

Sterling design, as might be expected, is highly efficient, and combines an automatic method of oil changing with oil cooling and filtering. Taking the celebrated Sterling Coast Guard engine as an example, it will be noted that a drain plug has been provided on the oil line, so located that the oil pump itself is employed to remove the old oil. In Sterling practice, the oil is pumped from the crankcase to the combined oil cooler and filter. There the oil is properly cooled and strained before being sent back into the lines again. When changing the oil, the plug is removed and tubing or a small hose is led from the plug hole to some suitable vessel and the engine is started and throttled down. The oil pump then discharges all oil, the engine being shut down as soon as the pressure falls.

From these five examples it will be seen that the marine engine industry is fully abreast of the times and is giving the boat owner every possible assistance in obtaining maximum service and full life. Long years of service are built into every American marine engine of quality, yet this service cannot be obtained unless the owner does his part. It cannot be repeated too often that an engine is helpless save for the care and attention given it by the owner. If your engine wears out, becomes noisy, loses power, overheats—don't be too quick to blame the engine manufacturer. Look first to yourself. Have you given your engine fair treatment—have you taken care of your lubrication? And if your engine runs smoothly year after year, gives you full service, abundant power and long life, I know that you have given the matter of lubrication proper attention. I know it because if you had not, you could not have gotten that kind of service from the inanimate mass of iron, steel, aluminum, copper and brass that has been shaped into an engine. The brains of many able men have gone into your engine, assuming that your power plant is a representative one, but only your brains can keep it working efficiently.

A Thirty-Mile Standardized Cabin Runabout

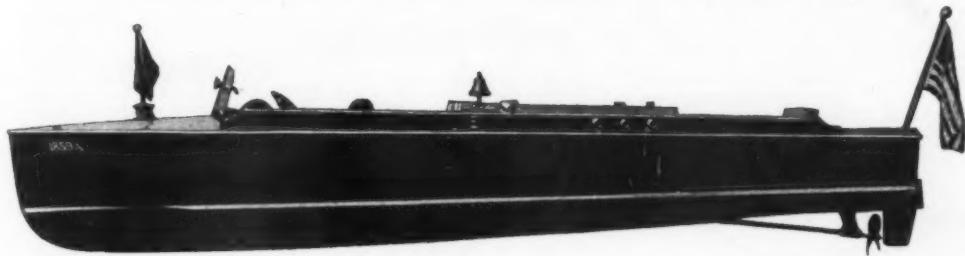
(Continued from page 33)

some well upholstered seats, the backs of which on each side can be turned up to form an upper and a lower berth. Borrowing a thought from the builders of the popular sport roadsters, a little cab is arranged aft of the cabin, which is quite similar in its general arrangement to a sport type of automobile, with the complete set of controls at the driver's seat. Alongside of this is a group of seats which will accommodate two or three persons additional, which are arranged in a similar manner to what is known as a chummy roadster.

The power plant, which consists of a six cylinder Sterling Dolphin engine, is installed well aft in a machinery space with ample headroom, and which is placed under a cabin trunk. This is accessible from the cockpit in the stern. With this engine, the boat which is 42-feet long and 9 feet in width, can be readily driven up to 30 m.p.h.

The first of these boats to be completed has been delivered to Dr. C. H. Muncie of Brooklyn, and several others are almost ready to be delivered to their new owners. Particularly attractive are these boats with their dark and well finished mahogany are the Crodon plated hardware articles, which are used for both the interior and the exterior. This finish has been used throughout, and includes the divided windshield at the forward end of the cab. A special automatic type of window has been arranged by the Luders Company, and which has been fitted in the cabin of this boat. This window device is used exclusively by the Luders Company on all of their high class boats.

VIKING EXPRESS



The Safe, Seaworthy Runabout that Leads the Fleet in Value and Satisfaction

VIKING EXPRESS is a custom built boat (not a "production" product). It is built on proven principles, with steam bent frames; screw fastenings; planking of $\frac{5}{8}$ " mahogany, bottom and sides; ventilated blind ceiling, superbly finished throughout. In design, construction, appointments, power and equipment, this runabout is truly AMERICA'S ARISTOCRAT.

VIKING EXPRESS IS EQUIPPED TO MEET ALL GOVERNMENT MARINE EQUIPMENT REGULATIONS



The First Cost is Your Entire Investment

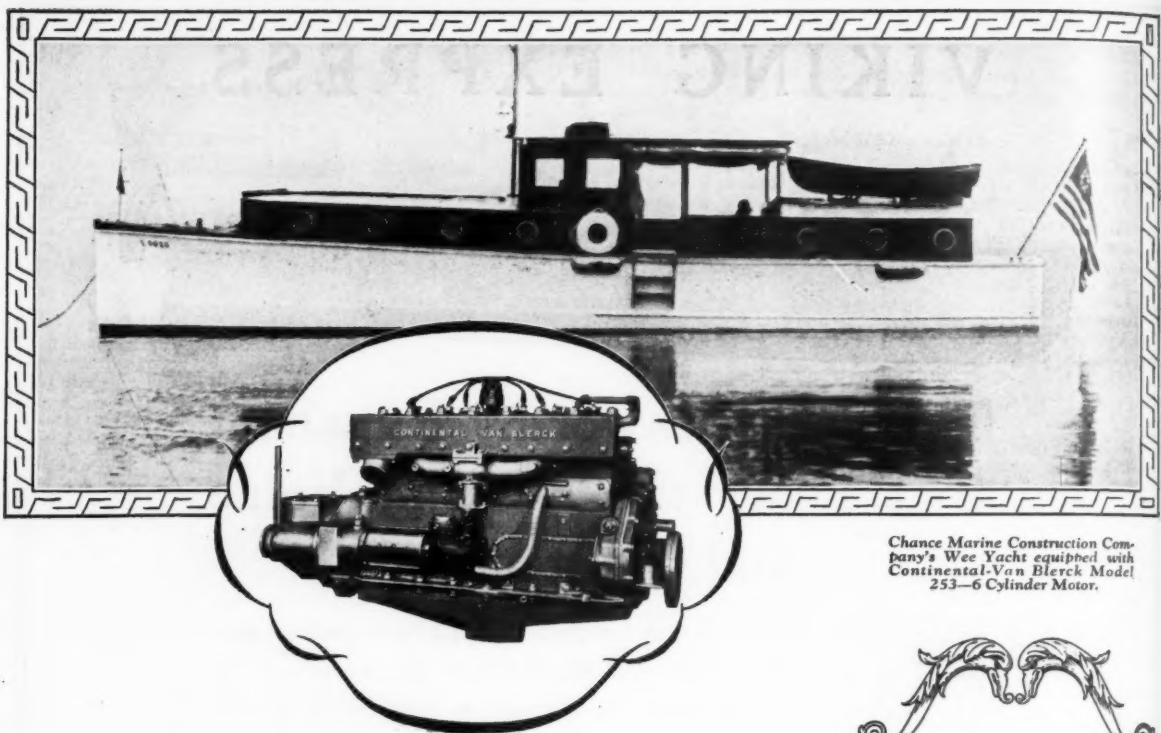
Write for a copy of "The Lowdown on Runabouts," by William H. Rohan, and learn the full meaning of the above paragraph in capitals. Sent free to any prospective runabout purchaser. To others, \$1.00.

RACINE BOAT CORPORATION

620 Mead Street

RACINE

WISCONSIN



The Resources Behind Continental-Van Blerck Motors

The resources behind a product are of utmost importance. They are reflected in its stability and long life.

Continental-Van Blerck Marine Motors have behind them the resources of men, methods, money and experience—resources unapproached by any other motor manufacturer. This advantage is clearly proven in the performance of Continental-Van Blerck Motors, in their freedom from mechanical imperfections, in their dependability and reliability throughout day by day use.

And their satisfaction to the user is enhanced by the nation wide parts' service organization available on all Continental-Van Blerck Marine Motors.

A permanent exhibit of all models of Continental-Van Blerck Marine Motors is on display at our New York salesroom.

JOSEPH VAN BLERCK, INC.
Factory: Plainfield, N. J.
Sales Office: 461 Eighth Avenue, New York City

Chance Marine Construction Company's Wee Yacht equipped with Continental-Van Blerck Model 253-6 Cylinder Motor.

Model 250—6 Cylinder

Bore 2 3/4" Stroke 4 1/4"

Displacement 169.28 cu. in.

Model 251—6 Cylinder

Bore 3 1/4" Stroke 4 1/4"

Displacement 195 cu. in.

Model 271—6 Cylinder

Bore 3 1/4" Stroke 4 1/4"

Displacement 230.21 cu. in.

Model 252—6 Cylinder

Bore 3 3/4" Stroke 5"

Displacement 331 cu. in.

Model 253—6 Cylinder

Bore 4 1/4" Stroke 5 1/4"

Displacement 421 cu. in.

Model 254—6 Cylinder

Bore 4 1/2" Stroke 5 3/4"

Displacement 548.69 cu. in.

Quiet - Sturdy
Dependable

The engineering and production facilities of Continental-Van Blerck are available to all manufacturers who may desire an unexcelled marine power plant and a dependable source of supply.

Continental-VAN BLERCK

Advertising Index will be found on page 220

HACKERCRAFT



An unretouched picture of the Dolphin-Deluxe

DOLPHIN-DELUXE

In this massive 28-foot *Deluxe* model, we claim an easier riding, a dryer and more seaworthy runabout than any of its size ever produced. It has the roomiest cockpit and is without question the fastest, most refined, best performing high-class runabout under \$7,000 in America today. *Price, completely equipped, Model G Scripps Motor, \$4,950.*



An unretouched picture of the Dolphin

DOLPHIN

This little craft has in proportion all the fine qualities of the *Deluxe* model. It will positively outperform and give better riding qualities, with much greater speed than any runabout of equal power in America. *Price, completely equipped, Model FS Scripps Motor, \$3,450.*

A PAIR OF THOROUGHBREDS

These *Hackercraft* are the masterpieces of John L. Hacker, designer or originator of most of America's fast boats. Let us prove these claims by actual test. You be the judge.

SEE THESE MODELS ON DISPLAY

JOHN WANAMAKER STORES
NEW YORK CITY

WALTER H. MORETON CORP.
BOSTON, MASS.

CHICAGO MOTOR BOAT MART
CHICAGO, ILL.

BELLE ISLE BOAT & ENGINE CO.
DETROIT, MICH.

When Better
Boats Are
Built Hacker
Will Build
Them

Catalogue will be mailed promptly
upon request

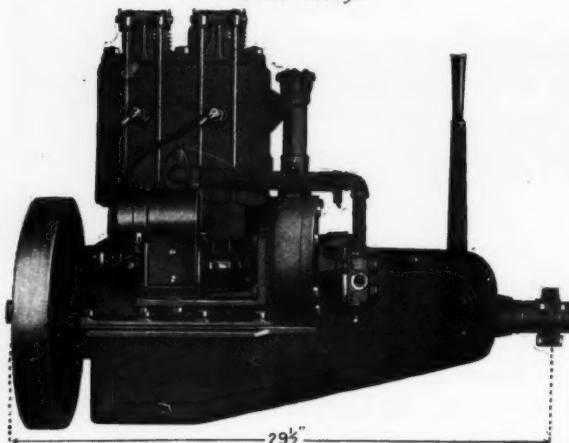
HACKER BOAT CO.
Mt. Clemens, Michigan

Valuable Territory
Still Open—Write
for Attractive Dealer's and Agency
Terms

DOMAN

Marine Engines are built expressly for marine purposes. A trial will convince you that you cannot get more value for your money. Six sizes—5 to 60 H.P. Doman engines have given dependable, reliable service for more than 38 years. Get our folder and prices before you buy.

Dealers—Our proposition will astonish you. Write today.



Model K2 10 H.P. 4 Cycle Bull Dog Twin

Universal Products Company

OSHKOSH Doman Engine Division WISCONSIN

Coming—A New Model

An improved model of "The Light that's Built for Boats"—the light that makes its own electricity without batteries. All the popular JACK-O-LITE features, plus lighter weight, more convenient size and shape, and a new low price—only \$10.00 postpaid. The New JACK-O-LITE will be ready for you within a few weeks. In the meantime, write today and get full details of this improved electric light that needs no batteries.

SLAYMAKER MFG. CO.
3273 Woodland Ave. Philadelphia

\$10.00

Postpaid

JACK-O-LITE
A NEVER-FAILING SOURCE OF LIGHT



Scooting back from a fishing trip

THIS square stern canoe is especially designed for portable motors. Its shallow draft allows you to go any place that a regular canoe will go. Durable too—built to stand the constant vibration of the motor.

Free illustrated catalog gives prices and complete information about sailing canoes, square stern canoes, dinghies, etc. Write today. OLD TOWN CANOE CO., 786 Middle St., Old Town, Maine.

"Old Town Canoes"

Advertising Index will be found on page 220

International Races at Havana

(Continued from page 40)

the second day was not as well patronized and after Miss Tampa dropped out due to lack of fuel, there remained only Miss Okeechobee and Miss Palm Beach. These finished in the order named. In the stock Chris-craft event again Paul Prigg had a winner with his number 12 defeating Miss Alice, owned by Claud de Brauwere of Miami, in 23:03.

The regular runabout race again went to Havana in 19:39 and was followed by Baby Gar, Jr., owned by C. R. Pease. Criollo was third. The final race of the day, and even in foreign ports attracts especial attention, was the chance race. Nine entries, ranging from large cruisers to dinks, plowed through the waves, now running strong, and thrilled the spectators.

The Havana Yacht Club was the gathering for a very beautifully appointed dinner on the Monday evening following the races. Here the trophies were presented and short talks made by the local yachtsmen and by some of the guests. Such a wonderful time was enjoyed by everyone that it would be impossible to mention each person of that national capitol who in his way pleased the Americans. When good-byes were said it was only until next year, for then, and perhaps before, all the fellows want to return.

Summary, Regatta at Havana, Cuba

First Day—Saturday, March 26, 1927

Biscayne Babies

Boat	Time	Position
No. 12, Paul Prigg	18:53	1
No. 13, Charles Pease	19:17	2
No. 15, Gibson Bradfield	20:04	3

Stock Runabouts

Boat	Time	Position
Habana, Ramon Suero	21:32	*
Baby Gar, Jr., No. 43, Chas. Pease	22:13	1
Criollo, G. Sanchez	24:05	2
Chris-craft	24:47	3
Miss Alice	27:03	4

*Note: See note, Sunday, March 27.

Gold Cup Boats

Boat	Time	Position
Palm Beach Days, Bigelow & Wagg	16:24	1
Miss Tampa, Davis Islands, Inc.	16:25	2

Baby Gar Runabouts

Boat	Time	Position
Miss Palm Beach, W. J. Conners, Jr.	1
Cuba, Machado & Cespedes	2

Grand Free for All

Boat	Time	Position
Miss Okeechobee, Mrs. W. J. Conners	15:41	1
Miss Palm Beach, W. J. Conners	16:03	2
Miss Tampa, Davis Islands, Inc.	16:28	3
Cuba, Machado & Sanchez	17:03	4
Palm Beach Days, Wagg & Bigelow	20:02	5

Second Day—Sunday, March 27, 1927

Biscayne Babies

Boat	Time	Position
No. 12, Paul Prigg	17:53	1
No. 15, Gibson Bradfield	18:17	3
No. 23, C. R. Pease	18:05	2

Stock Runabouts

Boat	Time	Position
Habana, Ramon Suero	19:39	1
Criollo, Gustavo Sanchez	21:18	3
Baby Gar, Jr., No. 43, C. R. Pease	19:56	2
Chris-craft No. 12, Paul Prigg	22:03	4
Miss Alice, C. de Brauwere	23:28	5

Note: In this event the actual places are as follows:

Baby Gar, Jr., No. 43	1
Criollo	2
Chris-craft No. 12	3
Miss Alice	4

As Habana, due to its power, was not competing and was merely allowed in this class to make a better spectacle and to obtain a correct handicap for the Cuban Handicap race to follow.

Gold Cup Boats

Boat	Time	Position
Miss Tampa, Davis Islands, Inc.	16:32	1
Palm Beach Days, Bigelow & Wagg	18:57	2

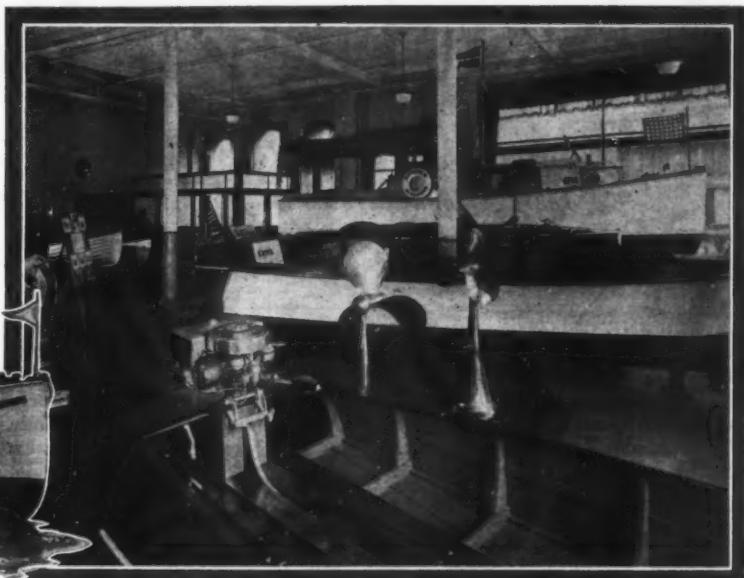
Grand Free for All

Boat	Time	Position
Miss Okeechobee, Mrs. W. J. Conners	32:44	1
Miss Palm Beach, W. J. Conners, Jr.	32:52	2

Cuban Handicap

Boat	Time	Position
Criollo, Gustavo Sanchez	21:33	1
Habana, Ramon Suero (2:33 handicap)	21:50	2

The Showroom pictured here is that of the Belle Isle Boat and Engine Company, 500 East Jefferson Avenue, Detroit.



Down to SHOW ROOMS for MATTHEWS Stock CRUISERS

Now you lovers of boats—and your friends—may at your leisure, and with utmost comfort, inspect, or just look over, Matthews Stock Cruisers which are conveniently situated for you.

Matthews Stock Cruisers have been permanently on display at 1045 Commonwealth Avenue, Boston, and 54 West Seventeenth Street, New York City, for some time. Recently, new Show Rooms where Matthews Stock Cruisers are on display, have been opened by Belle Isle Boat & Engine Company at 500 East Jefferson Avenue, Detroit, and Lake Erie Yacht & Brokerage Corporation at 1861 East Seventeenth Street, Cleveland.

Within the next few weeks Matthews

Stock Cruisers will also be on display in Galveston, Texas, and Chicago.

Since business institutions in various localities are willing and anxious to invest in and undertake the merchandising of Matthews Stock Cruisers, then it is quite reasonable to assume that Matthews Stock Cruisers are the fastest selling Cruisers of their size and price.

The individuals and organizations listed at the bottom of this page are vitally interested in the boating problems of every boatman or prospective boatman near them. Your problems may be easily solved by these individuals or institutions whose business it is to know boats, and be experts in Matthews Stock Cruisers.

Know the local distributor of Sales and Service for The Matthews Company; he is expert and willing. You will not be obligated to him in the least by discussing with him your boat requirements.

Send for literature describing Matthews "38"s or Matthews "28"s

THE MATTHEWS COMPANY

Designers and Builders of Boats of Distinction—Since 1890

PORT CLINTON

Belle Isle Boat and Engine Co.
500 E. Jefferson Ave., Detroit

Bruns, Kimball & Co.
54 W. 17th St., New York City

Leftwich and Samuel, Inc.
1647 Monadnock Bldg., Chicago.

When writing please mention MOTOR BOATING, 119 West 40th Street, New York

SALES and SERVICE

Lake Erie Yacht Brokerage Corp.
1861 East 17th St., Cleveland, O.

Wm. V. Masson
421 Munsey Bldg., Baltimore

R. Sealy
621 23rd Street, Galveston, Texas

OHIO

Walter H. Moreton Corp.
1045 Commonwealth Ave., Boston

Seaboard Ship Brokerage Corp.
212 So. Olive St., W. Palm Beach, Fla.

ANew Idea in Boat Service

WILBUR H. YOUNG & CO. announce a chain of Marine Garages and Service Stations for the convenience of DODGE WATERCAR and RICHARDSON CRUISABOUT owners.

IMAGINE the advantages of an organized chain of boat service stations and marine garages, properly equipped and trained to care for your boat, just as a well managed garage services your car. A place where you can drive up after a day's outing on the water, step ashore and leave your boat in competent hands, just as though it were your own boatman in your own private boat house. Or when you

want to go out, telephone ahead to the Service Station and the boat will be launched, filled with gas and oil, polished and made ready for you to step aboard and cast off the minute you arrive; if you wish, it will be delivered to

you at any convenient point nearby.

A year ago we organized the first of these Service Stations at the Ruddock Yacht Yard, Greenwich, Conn., and Barnes Bros. Yard, Lake Hopatcong, N. J. The service proved so satisfactory to Watercar owners that we have now arranged a complete chain of stations at these strategic points—

**Hudson River: Grimes Yacht Yard, W. 153rd St.
Julius Peterson, Nyack, N. Y.**

**L. I. Sound: Dawn Shipbuilding Corp., Clason Point
Minneford Yacht Yard, City Island
Wicks & Jagger, Port Washington (Manhasset Bay)
Ruddock Yacht Yard, Greenwich, Conn.**

Great South Bay: F. D. Homan, Amityville, N. Y.

Lake Champlain: H. M. Proctor, Burlington, Vt.

Conn. River: Gildersleeve Yacht Yds., Gildersleeve, Conn.

Lake Hopatcong: Barnes Bros., Mt. Arlington, N. J.

Greenwood Lake: Barnes Bros., Mt. Arlington, N. J.

Additional stations will be announced later for the upper Hudson River, Lake George, Lake Champlain, Shrewsbury River, Raritan Bay, etc.

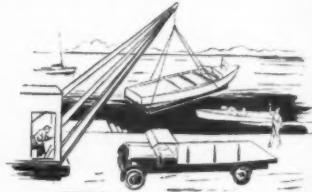
The facilities provided include not only expert

boatmen and trained mechanics but railways, cranes for lifting the boat completely out of the water, mooring stalls for indoor and winter storage, supplies of all kinds, gasoline, oil, water, battery service and complete repair facilities for hulls and engines. Our City Island Station is an example of the thoroughness of this service. A marine railway leads from the water to the storage building, where each boat has its own stall, lockers and ample space for repairs and fitting-out.

New boats are also carried in stock at the Ruddock Yard, Greenwich; Minneford Yard, City Island, and Barnes Bros., Lake Hopatcong. These boats are shipped by rail from the factories direct to the railroad stations at the various delivery points where they are unloaded and tuned up by experts before turning over to their new owners, all ship-shape and in perfect running condition.

When you buy a Dodge Watercar or Richardson Cruisabout, you have this organized service at your command to insure your complete and continued satisfaction.

You can inspect these famous boats at our Marine Salon, conveniently located in the heart of New York's great automobile district. Come in and let us arrange for a demonstration.



*The Richardson
Cruisabout*

WILBUR H. YOUNG & CO.

*Distributors for Dodge Watercars and
Richardson Cruisers in New York and
several other eastern States.*

MARINE SALON

206 WEST 59th STREET
(Central Park South) NEW YORK, N. Y.

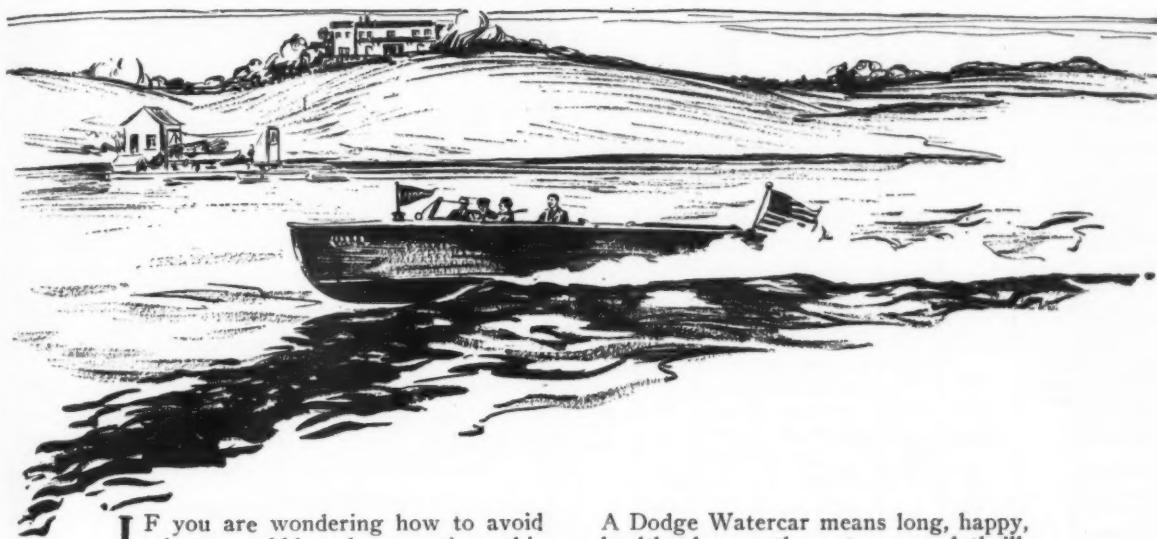
Telephone Circle 5117

The Dodge Watercar



The Dodge - Watercar

The Ideal Boat For You ~ And Your Young Folks



If you are wondering how to avoid the same old humdrum pastimes this summer, how to get the greatest enjoyment out of the next six months, the answer is simple—

A Dodge Watercar

It is the ideal vacation boat for you and your young folks. Beautiful in appearance and beautiful in performance. Safe, fast, reliable, seaworthy. Easy as the simplest automobile to operate. Designed by the world's most famous naval architect, George F. Crouch, and built under his personal supervision.



A Dodge Watercar means long, happy, healthy days on the water—speed, thrill, racing—or leisurely fishing, picnics, moonlight spins—the world's best run-about, regardless of price—real marine motoring.

The Dodge Watercar

The Boat of a Thousand Uses

Arrange for a demonstration with your family. Drive the Watercar—let your daughter drive it, your wife, your son. The verdict will be unanimous—**MUST HAVE IT!** Distributors in many cities and towns. There's one near you—ask us.



Four Beautiful Models at New Prices

22½ ft., 5-7 passengers, 30 h.p. Dodge marine engine, 20 miles	\$2,195	26 ft., 9-12 passengers, 100 h.p. Dodge-Curtiss marine engine, 33 miles.....	\$3,265
22½ ft., 5-7 passengers, 100 h.p. Dodge-Curtiss marine engine, 35 miles.....	\$2,765	30 ft., 14 passengers, new 250 h.p. Globe marine engine, 45 miles	\$7,200

A postal or note brings the interesting illustrated "Book of the Dodge Watercar." It will solve your "what-shall-I-do-with-the-summer" problem.

HORACE E. DODGE BOAT WORKS, INC.
562 Lycaste Avenue, Detroit, Michigan

The Horace E. Dodge Memorial Trophy for Motorboat Racing.



Standardized Boats—Prices—Sizes—Equipment

(Continued from page 152)

MAKE AND TYPE	Price	Length	Beam	Draft	Freeboard		Head-room	Bottom	Engine	Horse Power	Speed m.p.h.	STANDARD EQUIPMENT
					Forward	Aft						
HUNTER												
19' 4" Runabout.....	\$1000	19-4	5-6	16"	26"	21"		Vee	Optional	90-100	18	oeuWX
23' 6" Runabout.....	3000	28-6	6-6	22"	32"	24"		Round	Van Blerck	90	25	odefauwvysAFGHJKMOSWVX
26' Runabout.....	2500	26-0	6-0	22"	30"	23"		Vee	Van Blerck	90	30	odefauwvysFJMQSWX
23' Runabout.....	2000	23-0	6-0	20"	28"	22"		Vee	Van Blerck	.....	20	oeuwaFSX
INDIAN LAKE DART												
26' Runabout.....	.....	26-0	6-8	24"	3"	19"		Vee	Optional	150	50	abedefuvwxyzBFGMSWX
22' 6" Runabout.....	.....	22-6	6-1	22"	30"	22"		Vee	Gray	90	.....	abedefuvwxyzBFGMSWX
INTERNATIONAL												
32' Cruiser.....	4350	32-0	9-0	3'	5-6	3-6	6-0	Round	Kermath	35	.....
JARDINE												
21' Open Skiff.....	1750	21-0	5-8	21"	36"	28"		Flat	Gray	40	20	abedefpqstuvwxyzBCIJKLMQSTWXY
24' Sea Skiff.....	2850	24-0	6-6	24"	30"	26"		Flat	Gray	70	25	abedefpqstuvwxyzBCIJKLMQSTWXY
35' Cruiser.....	9000	35-0	9-0	30"	40"	32"	6-0	Round	Fiat	300	33	abedefstuvwxyzBJKLMQY
JOHNSON												
35' Cruiser.....	4500	35-0	9-0	2-4	5-6	2-7	5-11	Round	Kermath	100	15	abedefopqsuuvwxyzFGHIJKLMSWXY
28' Cruiser.....	2800	28-0	8-0	2-1	.....	.....	5-8	Round	Kermath	20	12	abedefopqsuuvwxyzFGHIJKLMSWXY
KARASZ & TROTTE												
18' Cruiser.....	1200	18-0	6-8	21"	4-0	2-7	5-4	Round	Universal	15	1½	abevwFGHL
KEYSTONE BOAT WORKS												
21' Sea Skiff.....	1495	21-0	5-6	21"	36"	22"		Round	Scripps F-4	60	24	
25' Sea Skiff.....	1950	25-0	6-6	23"	48"	30"		Round	Scripps F-4	60	24	
25' Sea Skiff.....	1975	25-0	6-9	24"	48"	32"	5-8	Round	.....	25	12	
KOTICK												
32' Cruiser.....	5950	32-0	9-0	29"	4-10	3-3	6-2	Flat	Kermath	100	18	abefhilmopqsuuvwxyzCFGHIJKLMSUWVXY
LAWLEY												
68' Cruiser.....	.....	68-0	12-6	3-8	7-4½	3-8	6-3½	Round	2 Sterling	225	22	abedefhpqsuuvwxyzBEFGHIJKLQRSTUWY
38' Cruiser.....	.....	38-0	10-4	2-9	4-9½	2-11	6-1	Round	Scripps	100	15	abedefghpqsuuvwxyzBEFGHIKLRQSUWY
LIGGETT												
34' Cruiser.....	6500	34-0	9-9	3'	6'	3-6	6-2	Vee	Kermath	65	14	abedefghpqsuuvwxyzBEFGHIJKLMSRSTUVWXY
40' Cruiser.....	10500	40-0	10-8	3'	6-4	3-6	6-2	Vee	Kermath	65	13	abedefghpqsuuvwxyzBEFGHIJKLMSRSTUVWXY
50' Cruiser.....	20000	50-0	11-6	3-6	7'	3-10	6-3	Vee	Kermath	65	14	abedefghpqsuuvwxyzBEFGHIJKLMSRSTUVWXY
32' Sedan.....	7500	32-0	8-0	2-0	4'	2-8	.....	Vee	Kermath	100	20	abedefqrsuvwxyzBEFKLMSQSUWXY
MARINE CONST. CO.												
33' Cruiser.....	6500	33-0	8-6	2-6	4-9	2-10	6-0	Round	Kermath	65	15	abedefgpqsuuvwxyzGHJKLMSWXY
MATTHEWS												
28' Cruiser.....	4350	28-10	10-0	2-10	4-8	2-10	6-1½	Round	Optional	35	10	abedefghopqsuuvwxyzFGHJKLMSUWXY
38' Sport Fisherman.....	5950	38-0	11-0	3-0	4-10	3-1	6-2	Round	Kermath	70	12	abedefghopqsuuvwxyzFGHJKLMSOSWY
38' Cruiser.....	6500	38-0	11-0	3-0	4-10	3-1	6-2	Round	Kermath	70	12	abedefghopqsuuvwxyzFGHJKLMSUWXY
38' Special.....	7900	38-0	11-0	3-2	4-8	2-11	6-2	Round	Kermath	70	11	abedefghopqsuuvwxyzFGHJKLMSUWXY
38' Day Cruiser.....	6800	38-0	11-0	3-0	4-10	3-1	6-2	Round	Kermath	65	12	abedefghopqsuuvwxyzFGHJKLMSUWXY
MARSHALL												
23' Runabout.....	4000	23-0	6-3	23"	24"	20"	.....	Vee	Scripps	150	42	abedefuvwxyzBCFJLMSQSVWXY
MARINE ENGINE WORKS												
33' Trunk Cabin.....	.....	33-0	9-0	2-6	28"	21"	5-8	Vee	Optional	.....	.....	abedfgtvwxyzEFGKLMQSWY
22' Runabout.....	.....	22-6	5-8	1-9	.....	.....	Vee	Vee	Van Blerck	45	25	abedfgtvwxyzEFGKLMQSWY
MULLINS												
16' Special.....	290	16-0	4-0	12"	.....	.....	.....	Round	Lockwood-Ash	3	.....
18' Leader Runabout.....	735	18-0	4-9	15"	.....	.....	.....	Round	Universal	15	.....
18' Special Runabout.....	675	18-0	4-9	14"	.....	.....	.....	Round	Universal	15	.....
NICLOYS												
45' Express Cruiser.....	22000	45-0	10-5	3-0	6-0	3-0	6-2	Vee	Red Wing	110	15	abedefhpqsuuvwxyzBCDEFGIJJKLMSNPQSTUVWXY
NOCK												
36' Cruiser.....	8000	36-0	10-0	2-10	5-10	2-9	.....	Vee	Red Wing	40	10	abedefpqsuuvwxyzFGHJKLQS
PETERBOROUGH												
24' Runabout.....	1495	24-0	5-6	24"	32"	22"	.....	Round	St. Lawrence	20	13	bedefwyaEFGHQSWY
PIONEER												
35' Cruiser.....	5500	35-0	9-0	3-0	.....	.....	.....	Round-Vee	Kermath	50	12	abedefghijopqsuuvwxyzFGHIJKLMSRSTUVWXY
PORTLAND												
32' Cruiser.....	3950	32-0	8-0	3-0	4-6	3-0	6-0	Round	Frisbie	30	12	abeghquwxyzGJKLQSXY
32' Cruiser.....	4750	32-0	8-0	3-0	4-6	3-0	6-0	Round	Frisbie	30	12	abeghquwxyzGJKLQSXY
32' Express Cruiser.....	4950	32-0	8-0	2-6	4-6	3-0	6-0	Hand Vee	Kermath	100	20	abeghquwxyzGJKLQSXY
32' Express Cruiser.....	5750	32-0	8-0	2-6	4-6	3-0	6-0	Hand Vee	Kermath	100	20	abeghquwxyzGJKLQSXY
36' Express Cruiser.....	10000	36-0	9-0	2-10	5-9	3-6	6-2	Hand Vee	Kermath	150	20	abeghquwxyzGJKLQSXY
40' Express Cruiser.....	12500	40-0	9-6	3-0	6-0	3-9	6-2	Hand Vee	Kermath	200	25	abeghquwxyzGJKLQSXY
40' Express Cruiser.....	11750	40-0	9-8	3-0	5-1	3-9	6-2	Hand Vee	Kermath	200	25	abeghquwxyzGJKLQSXY
40' Express Cruiser.....	12500	40-0	9-8	3-0	5-1	3-9	6-2	Hand Vee	Kermath	200	25	abeghquwxyzGJKLQSXY
PURDY												
18' Biscayne Babies.....	2800	18-0	5-6	1-6	.....	.....	.....	Vee	Scripps	100	40	abetvaBLS

Key to Equipment Symbols

a—Anchor	j—Blankets	s—Bilge Pump	B—Tachometer	K—Bell	T—Dinghy
b—Anchor Lines	k—Table Linen	t—Bailers	C—Motometer	L—Pilot Rules	U—Table
c—Dock Lines	l—China	u—Whistle	D—Charts	M—Flags	V—Chairs
d—Fenders	m—Glassware	v—Fire Extinguisher	E—Chart Case	N—Signal Code Flags	W—Flooring Covering
e—Cushions	n—Silverware	w—Running Lights	F—Windshield	O—Sails	X—Upholstery Inside
f—Life Preservers	o—Galley Equip.	x—Searchlight	G—Awning or Top	P—Oil Skins	Y—Locker Space
g—Mattresses	p—Stove	y—Electric Lights	H—Side Curtains	Q—Boat Hook	
h—Springs	q—Ice Box	z—Storage Battery	I—Compass	R—Boarding Ladder	
i—Bedding	r—Radio	A—Clock	J—Fog Horn	S—Tools	

(Continued on page 196)

Every One Subscribes to Willard Quality

The builders listed at the right have shown the same care in the selection of a battery as they exercise in the design and workmanship of their product. And when he chooses Willard Threaded-Rubber Batteries, the builder of a boat or engine makes sure of giving his customers the greatest battery value obtainable today.

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Leading Boat and Engine Builders Who Equip With Willards

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Beaver Mfg. Co.

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Scripps Motor Co.

Standard Motor Const.

Truscott Pierce Eng. Co.

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Willard
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STORAGE BATTERIES

Willard

The Willard Battery Men
Service All Makes and
Sell Willards for All Purposes

Ready for and a Choice of Products of the Fa

"Lawley Built"

Sixty-Eight Foot
Twin-Screw Express Cruiser



Length, 68 ft. Beam, 12 ft. 6 in. Draft, 3 ft. 8 in.
Power Plant, two 225 H.P. Sterling engines.
Speed, 22 M.P.H.



THIS fine yacht is awaiting your command to cast off. Yes, sir! She's complete in every detail and ready for action.

The same in-built quality and craftsmanship that have made Lawley boats world renowned are instantly noticeable everywhere on this twin-screw yacht. Truly, you get in this handsome boat the best in "custom work" at a "production price."

The advantages and features offered in the Lawley Sixty-Eight-Foot Twin-Screw Cruiser are too numerous to mention here. Let us tell you about them and also the low price. Write for this information now.

Geo. Lawley & Son Corp.

Advertising Index will be found on page 220

Cruising - Two Fine Boats the Famous Lawley Plant

Thirty-Eight Foot
Standard Cruiser

"Lawley Built"



Length, 38 ft. Beam, 10 ft. 4 in. Draft, 2 ft. 9 in.
Power Plant, 100 H.P. E-6 Scripps.
Speed, 15 M.P.H.

THIS popular cruiser is designed to meet the requirements of the average family and the most particular boat buyer. It is built to the Lawley standard of quality throughout and is reasonably priced. You have sleeping accommodations for four, a spacious cabin, toilet, galley and large semi-enclosed cockpit, all in thirty-eight feet.

The Lawley Thirty-Eight-Foot cruiser is a boat you'll enjoy owning. And, so you won't miss a day's pleasure this season cruising aboard this seaworthy and comfortable boat you can have delivery immediately by ordering now.

Write today for full description and price.

Neponset, Massachusetts

When writing please mention MOTOR BOATING, 119 West 40th Street, New York



THE MERACO SPEEDSTER

for out-board motors



(PATENT APPLIED FOR)

Fast, Comfortable, Safe, Durable

Length, 17 feet. Approximate weight, 125 pounds. Will easily develop a speed of 16 miles per hour. Beautifully finished throughout, built of the finest materials obtainable, by experienced workmen.

The Aristocrat of the Waters

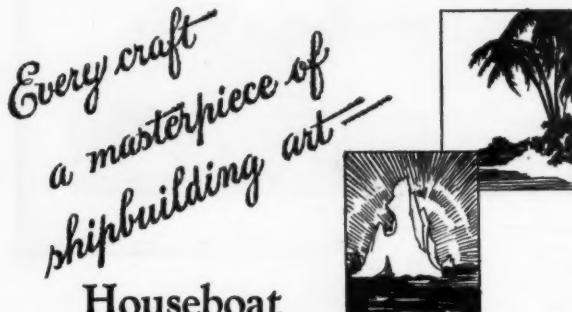
Write TODAY for Your Catalog!

St. Louis Meramec Canoe Co.

304 Marshall Avenue

VALLEY PARK

MISSOURI



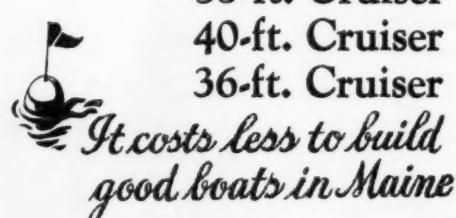
Houseboat

Deep Sea Cruiser

53-ft. Cruiser

40-ft. Cruiser

36-ft. Cruiser



Complete specifications well illustrated with outline drawings will be sent upon request. If your requirements vary, we will be glad to figure on your own specifications or cooperate with your architect.

STAPLES, JOHNSON & CO.
Biddeford, Maine

Yard on Saco River

WHERE BOAT BUILDING IS A FAMILY TRADITION

Obeka II, a New Speed Queen

(Continued from page 35)

will be still better in her all around performance, as a logical further development of high speed cruising craft of this type. The gasoline and water tanks which are partly aft of the engine room and partly in the after compartment of the boat are made of a special aluminum alloy suspended in an approved manner as has been used successfully in Zeppelin airships for many years.

In comparing the weights of Obeka II with those of similar boats constructed at the same yards, a total saving of from 21 to 23 per cent has been effected over boats of the same type built totally of wood and not of the composite construction, maintaining the same essential strength. The question of possible corrosion of the light metal alloys used has been solved to the complete satisfaction of the builders. A protective coating of a special chemical compound together with full insulation against electrical influences has resulted in the elimination of this danger. Boats constructed in this manner have been in use for many years without the slightest signs of corrosion.

The owners quarters consist of a large cockpit in the center of the boat which is sheltered forward and on the sides. A roomy galley and dining room below the trunk cabin aft permit the entertainment of 12 people for meals. A stateroom with washroom and toilet are located aft of the dining room. A sunken cockpit further aft provides for additional lounging space in the open air. The forward cockpit is of very large dimensions and accommodates about four people comfortably.

According to the results obtained at the first trial runs, it is safe to say that Obeka II will have a cruising speed of 34 miles per hour and a maximum of over 35 miles per hour. At this maximum speed the engines will be running at 1500 r.p.m.

The engines have roller bearings throughout including the connecting rod big end bearings, an exceptional feature of the larger Maybach marine engines. This construction gives a life far in excess of any engine of the same power and similar low weight. In actual service under severe conditions 2600 hours under full load have been obtained from these engines. A truly remarkable performance. A further great advantage is the elimination of reverse gears as the engines are directly reversible. Reverse gears for high powered engines are a constant source of trouble and their elimination marks a great step forward in marine engines of high power.

Obeka II will be used by her owner for commuting purposes between Cold Spring Harbor, Long Island, and New York in daily service.

The Newest Baby Gar, Jr.

(Continued from page 36)

to use the boat to suit his own will and not the whim of the weather. Another quantity which is important is comfort, so that long trips may be undertaken by the users, without tiring the driver or the guests. While silence is not usually considered in the design of fast boats, it has been thought of in this particular case, and these boats run along quietly without any nerve shattering racket.

These boats are arranged with both forward and after cockpits, with the engine between. They are handled from the forward cockpit, and seats are arranged for nine persons. When first displayed in the show rooms, particularly the New York Sales Room of Howard W. Lyon, many of these boats were immediately purchased by eager yachtsmen, without an opportunity to try them. The weather was still unsuited to boating and demonstration boats were not yet in the water. The eagerness with which the orders came in showed conclusively that the public had faith in the products of Gar Wood.

Boat Works at Sturgeon Bay

Announcement has been made that the Sturgeon Bay Boat Works and W. W. Haertel the boat designer, will cooperate in the production of a line of standardized boats. These are to be turned out at the plant in Sturgeon Bay, and will comprise a 16-foot outboard motor and row boat, and 18-foot motor boat, a 21-foot open motor boat, as well as a 26 footer, with a shelter house. All of these will be of the Sea Skiff type, and were designed by Mr. Haertel, and being built under his supervision. The sales of these boats will also be handled by Mr. Haertel, the boat works being only interested in their production. Sea skiffs are a new development for great lakes use, although they have been in service on the coast for many years. These boats are seaworthy and fast, which together with a moderate price should make them very popular on the lakes. As soon as production is well under way, these boats will be carried in stock and prompt deliveries can be secured. The custom built department will continue to handle special work as heretofore.

\$30 Puts any model **EVINRUDE** on your boat

"—within an hour or less
you will be able to master
every detail of starting, stop-
ping, steering, reversing, troll-
ing and speeding."



Winning! Winning! Winning!

3 remarkable "twins" 3 outstanding services

EVINRUDES are the most talked-about outboard motors of the year. Evinrude Motor Company's three remarkable services have astonished the outboard world.

A remarkable combination that is winning the nation—a genuine Evinrude for every boat and buyer. Speeditwin, 8 H.P., weight only 75 lbs.; Fastwin, 4 H.P., weight 49 lbs.; Sportwin, 2 1/2 H.P., weight 44 lbs., Utility Single, 2 H.P., 72 lbs. All three "twin" motors have all of the 12 famous Evinrude features, among which are automatic reverse, dual ignition for easy starting, electric light, self-steering and auto-type lock. Read the Evinrude Free Trial Guarantee at the left. Learn about the Evinrude Boat Speed Guide (Reg. U. S. Pat. Office). Think!—only \$30 puts any model advanced Evinrude Motor on your boat. Never before such offers! Never before such outboard motors! And never before such demand for Evinrudes. Sales gains so far in 1927 exceed all records in our 17 years of manufacture.

Winning! First at San Diego! Winning! First at Mobile!

WESTERN UNION TELEGRAM—Mobile, Ala., Feb. 27, 1927. "Took first place. Outran all others by half lap on 3 mile course. Other motors would not run second race. (Signed) M. L. Meyer."

Write for free copy of new 40-page Evinrude Year Book. Motors in actual colors. Shows beautiful waterways, speed records—complete facts.

EVINRUDE MOTOR COMPANY, 1104 27th St., Milwaukee, Wis.

Factory Branches—Sales and Service: 126 W. Bay Street, Jacksonville, Florida; 115 E. 23rd Street, New York City; 259 Atlantic Avenue, Boston, Mass.; 117-119 Broadway, Oakland, Calif.; 124 Second Street, Portland, Oregon; 79 Columbia Street, Seattle, Wash.; 512 Second Avenue So., Minneapolis, Minn.; 414 Shelby Street, Detroit, Mich.; 64 King Street, W., Toronto Ont., Canada.

EVINRUDE

See our Exhibit at the Outdoor Show, Coliseum, Chicago, May 9 to 14.

When writing please mention MOTOR BOATING, 119 West 40th Street, New York



Evinrude
SPEEDITWIN
Weight 75 lbs.
Full 8-H.P.
Speed up to 27
miles per hour.



Evinrude
FASTWIN
Weight 49 lbs.
Full 4-H.P.



Evinrude
SPORTWIN
Weight 44 lbs.
Full 2 1/2-H.P.

**26²/₂₅ Miles
Per Hour.**

(Unofficial Preliminary Speed
Trial in rough water).



Standardized Boats— Prices— Sizes— Equipment

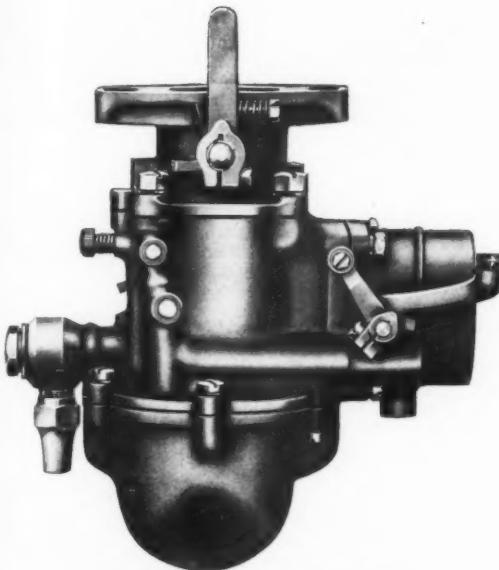
(Continued from page 190)

MAKE AND TYPE	Price	Length	Beam	Draft	Freeboard		Head-room	Bottom	Engine	Horse Power	Speed m.p.h.	STANDARD EQUIPMENT
					Forward	Aft						
QUINTE BOAT WORKS 23' Runabout	\$2000	23-6	6-0	20"	24"	18"		Vee	Scripps	60	25	abedefswxyzFQSWXY
RED BANK 30' Cruiser	5000	30-0	8-6	2-6	4-6	2-6	6-2	Flat				No data.
RACINE 22½' Viking Express	3400	22½'	5-9	1-4	3-0	1-10		Vee	Scripps	100	35	abedefavwxyzFMQSWY
RICHARDSON 26' Cruiser	2885	25-10½	8-6	2-0	4-3	3-0	5-9	Round	Gray 6-40	40	11	abedefgpnqsvwyxFGHJKLMOQXYZ
	5200	34-0	9-0	3-0	5-6	3-6	6-1	Round	Kermath	35	11	abedefghopjsuvwyxFGHJKLMLQWXY
ROCHESTER 24' Runabout		24-0	6-0	23"				Vee	Scripps		35	abedefgopsvxyzBHLJQTWX
		28-0	6-4	21"				Vee	Hall-Scott	200	40	abedefgopsvxyzBHLJQTWX
30' Super Sport Runabout		30-0	6-4	22"				Vee	Optional		50	abedefgopsvxyzBHLJQTWX
		33-0	9-3	29"			6-1	Vee	Optional		15	abedefgopsvxyzBHLJQTWX
32' Trunk Cabin Cruiser 36' Double Cabin Cruiser		36-3	9-6	2'11"			6-1	Vee	Optional		22	abedefgopsvxyzBHLJQTWX
36' Single Cabin Cruiser		36-3	9-6	2'11"			6-1	Vee	Optional		22	abedefgopsvxyzBHLJQTWX
40' Cruiser		40-0	10-0	3'			6-1	Vee	Optional		25	abedefgopsvxyzBHLJQTWX
40' De-Luxe Fisherman		40-0	10-0	3'								
45' Cruiser		45-0	10-10	3'			6-2	Vee	Optional		30	abedefgopsvxyzBHLJQTWX
49'11" Cruiser		49-11	11-2	3'1"			6-2	Vee	Optional		25	abedefgopsvxyzBHLJQTWX
50' Cruiser		50-0	12-10	3'			6-3	Vee	Optional		25	abedefgopsvxyzBHLJQTWX
55'8" Cruiser		55-8	12-10	3'6"			6-4	Vee	Optional		22	abedefgopsvxyzBHLJQTWX
SANDUSKY 18' Flyer	1200	18-0	4-10	16"	22"	20"		Vee	Roberts	35	25	cfwxyzJLQW
SAFE BOATS, Inc. 32' Cruiser		32-2	9-0	2-10	5-6	3-4		Round	Erd (2)	42	12	abefgpqsvwyxFGJKLQLSWY
SANFORD BOAT WORKS 25' Smith-Brunley	2850	25-10	6-2	23"				Vee	Scripps	100	32	abeeswxyzBLMSXY
SCHILLO 26' Runabout	6500	25-10	6-7	1-10	2-4	10½"		Vee	Schillo	220	50	bodefwwwxyzJMQSWXY
22' Runabout	3250	21-9	5-10	1-10	2-2	1-8		Vee	Schillo	100	35	bodefwwwxyzBCJMQSWXY
SEA BRIGHT 36' Cruiser	8500	36-0	10-0	28"	5-5	3-10	6-1	Round	Kermath	220	10	abefghpewxyzJKLMQY
17' Open	900	17-0	4-10	18"	26"	22"		Flat	Niagara	15	17	abefftvwJLY
SEA SLED 23' Sedan		23-0	6-0	1-0				Spec.	Buda	50-80	30	abedefsuwwwxyzFGHKLQSWXY
28' Sedan		28-0	7-0	1-3				Spec.	Hall-Scott	200	40	abedefsuwwwxyzFGHKLQSWXY
28' Runabout		28-0	7-0	1-3				Spec.	Hall-Scott	200	40	abedefsuwwwxyzABCFGHKLQSWXY
SLINGERLANDS 37' Torpedo	6000	37-0	9-6	2-8	5-0	3-6	6-0	Vee	Wisconsin White Cap	40	12	abefghjopqstuvwxyzABCGLJKMQUVWY
SMITH WILLIAMS 60' Cruiser		60-0	14-0	3-6	7-0	3-0	6-2	Round	Lathrop	65	11	abedefpqswxyzBEGIJLQRSTU
SOUND 28' Cruiser	3950	28-0	8-0	1-8	4-8	2-8	5-6	Round	Buffalo	30	12	efopqswxyzDEGHJLMY
20' Runabout	1475	20-0	5-10	1-3	2-9	2-0		Round	Gray	21	18	efopqswxyzDEGHJLMY
STAPLES, JOHNSON & CO. 40' Cruiser	60010	40-0	10-3	3-4			6-2	Round			18	abedefpqsuwwwxyzEFLJKLQRSTU
56' Deep Sea Cruiser	20000	51-0	13-0	5-5			6-1	Round	Murray & Tregurtha	2-100	13	abedefpqsuwwwxyzEFLJKLQRSTU
67' House Boat	33000	67-0	15-9	3-6			6-8	Round	Murray & Tregurtha	2-140	15	abedefqsuwwwxyzABDEFGHIJKLQSUWXY
TOPPAN 22' Sea Dog Runabout	3050	22-0	6-0	20"	30"	20"		Vee	Optional	55-115	30	
22'2" Sea Crest Cruiser	5150	29-2	7-6	24"	5'	3'	6-2	Vee	Optional	55-115	25	
VINYARD 50' Cruiser		50-0	12-0	3-6			6-3	Round	Kermath	2-65	17	No data.
WANAMAKER 38' Cruiser	9250	38-0	10-4	2-9	5-0	3-0	6-2	Round	Hall-Scott	100	14	
WHEELER 25' Skiff	1950	25-0	6-8	28"	3-6	2-6		Round	Scripps	70	18	No data.
28' Skiff	2225	28-0	8-0	28"	4-0	3-0		Vee	Scripps	70	15	No data.
28' Cruiser	2750	28-0	8-9	30"	4-0	3-0	5-11	Vee	Scripps	65	16	No data.
WINSLOW 40' Cruiser	6500	40-0	10-6	3-10	6-0	3-6		Round	Kermath	50	10½	abedefghpqsuwwwxyzEGLJKLQLRSUWXY
18' Runabout	250	18-0	4-6	0-10	2-11	1-9		Round	Outboard	3	.....
WOOD, GAR 26' Baby Gar Jr.	3500	26-0	6-6	23"				Vee	Scripps	100	30	acdefstuvwxyzBCFJKLQSW
	4000							Vee	Scripps	150	38	
28' Baby Gar	6000	28-0	6-10	28"				Vee	Gar Wood	225	43	acdefstuvwxyzBCFJKLQSW
33' Baby Gar	11800	33-0	6-10	30"				Vee	Gar Wood	500	55	acdefstuvwxyzBCFJKLQSW
50' Cruiser	35000	50-0	8-10	36"	6-0	5-0	6-0	Vee	Gar Wood	400	45	abcelfhpstuvwxyzBCFGHIJKLQMSQUVWXY

Key to Equipment Symbols

a—Anchor	j—Blankets	s—Bilge Pump	B—Tachometer	K—Bell	T—Dinghy
b—Anchor Lines	k—Table Linen	t—Bailers	C—Motometer	L—Pilot Rules	U—Table
c—Dock Lines	l—China	u—Whistle	D—Charts	M—Flags	V—Chairs
d—Fenders	m—Glassware	v—Fire Extinguisher	E—Chart Case	N—Signal Code Flags	W—Flooring Covering
e—Cushions	n—Silverware	w—Running Lights	F—Windshield	O—Sails	X—Upholstery Inside
f—Life Preservers	o—Galley Equip.	x—Searchlight	G—Awning or Top	P—Oil Skins	Y—Locker Space
g—Mattresses	p—Stove	y—Electric Lights	H—Side Curtains	Q—Boat Hook	
h—Springs	q—Ice Box	z—Storage Battery	I—Compass	R—Boarding Ladder	
i—Bedding	r—Radio	A—Clock	J—Fog Horn	S—Tools	

ZENITH Announces Two Distinct MARINE Products



The New Zenith Marine Carburetor

Is designed and manufactured to meet the specific requirements of power boats.

Can be tipped 50 degrees fore and aft or 45 degrees sidewise without operation being disturbed. Any condensed fuel drains into the bowl—not into bilge.

Pitching, tossing or quick turns have no effect on this carburetor. Full power and smooth operation under all conditions. No corrosive material used in its construction.

A Marine Carburetor for Marine Engines

"The boat owner cannot afford to economize on safety."

See your dealer, or write for literature.

ZENITH-DETROIT CORPORATION

Branches:

NEW YORK
CLEVELAND
CHICAGO

Manufacturer of
ZENITH CARBURETORS
Over 1200 Service Stations

MAIN OFFICE

and FACTORY
DETROIT
MICHIGAN

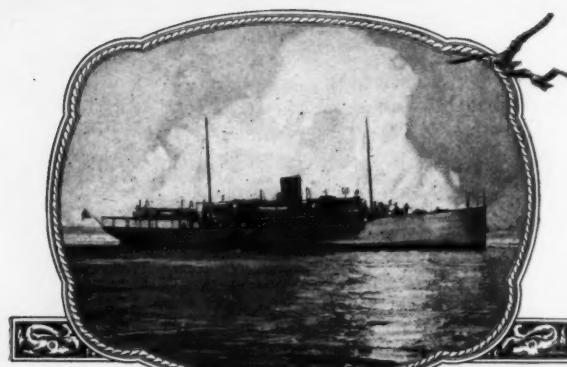


The New Zenith Marine Fuel Filter

Has a unique design of Filtering Element that is as strong as a solid bar of brass, yet with the fineness of filtering space equivalent to a 120-mesh wire gauze.

It has a perfectly smooth surface to which dirt and lint will not adhere. It is of the fineness of 120-mesh wire gauze, yet on removal for cleaning, automatically opens up to about $\frac{1}{4}$ -inch space—a rinse in clean gasoline, or a blast of an air hose—and it is again as clean as when new.

It will withstand 20 pounds pressure without leaking, yet can be taken apart and put together again with the fingers.



A Magnificent Yacht



THE M.Y. VIDOR, built by the Tebo Yacht Basin yard from designs by Henry J. Gielow, Inc., New York, for Mr. Victor Emanuel, New York, is an outstanding example of the work of this organization.

No more palatial craft has been launched in recent years. 171 feet in length and powered with two 800 horse power Diesel engines for a turn of speed of 15 knots per hour, this interesting yacht is especially seaworthy and luxurious not only in its appointments.

but in its roominess for owner and guests.

The VIDOR is absolutely vibrationless.

Other unusual features are the heating, ventilating, cooling and refrigeration systems designed and perfected for comfortable, leisurely cruising in all waters, under all climatic conditions.

Altogether, the VIDOR becomes the latest addition to America's most sumptuous and beautiful pleasure craft.

TODD DRY DOCK ENGINEERING & REPAIR CORPORATION
FOOT OF 23rd STREET
BROOKLYN, NEW YORK

TODD

A Maine Shipyard Brought to the Connecticut Shore

**New Construction
Power, Sail or Auxiliary**

**Yacht and Commercial
Repair Work of All Kinds**

**One 500 Ton Railway
One 60 Ton Railway now building
New Construction Shed
150' x 55' x 20' now building**

**THE NEW HAVEN MARINE
CONSTRUCTION CO.**

**Offices and Yard
WEST HAVEN, CONN.**

Yard and Shop

(Continued from page 78)

New Jersey to Tax Gasoline

After a strenuous fight in opposition to the proposed legislation in the State of New Jersey to tax gasoline for all motor vehicles, including boats, the legislature passed one of several measures providing for such a tax over the veto of Governor A. H. Moore, who did not favor this means of raising funds. The Regatta Committee of the Philadelphia Yacht Club, headed by Elisha Webb, Jr., rendered much help to the New Jersey clubs in providing them with data and information on this subject. Similar legislation is under consideration in Pennsylvania, and all clubs there are also strenuously opposed to such a tax. It is not clear why the legislatures of the various states cannot see the logic of exempting from a gasoline tax which is designed to raise funds for highway purposes, such revenue as is derived from boats. The volume of fuel used is ever so much greater in boats than in automobiles, so that the rent in dollars would hit the motor boat user very much harder than the car user. Many states which have enacted such measures have exempted from its provisions fuel used for boats, and notably among these on the Atlantic Coast are the states of Delaware, Maryland and Virginia. It would seem that both the states of Pennsylvania and New Jersey should follow in the foot steps of the others and exempt boat fuel from road taxes.

Saws Round Holes

The Black & Decker Manufacturing Company, Towson, Maryland have brought out what is known as the Black & Decker Hole Saw which can be used for cutting clean, round holes in cast iron, wrought iron, steel, brass, copper, wood, etc. It is designed for use with the Black & Decker $\frac{1}{2}$ inch Special, $\frac{3}{8}$ inch Heavy Duty, $\frac{5}{8}$ inch Special and $\frac{3}{4}$ inch Heavy Duty Portable Electric Drills. It is constructed of the finest quality saw steel, carefully hardened, and strong and durable. The mandrel automatically holds a $\frac{1}{4}$ inch twist drill which drills the pilot hole to serve as a guide for the saw.

For cutting holes in instrument boards for mounting dash type motometers, speedometers, oil gages, ammeters, clocks, cigar lighters and for many other purposes around shops where holes from $\frac{3}{4}$ inch to $3\frac{1}{2}$ inches are required.

These Hole Saws are made in two sets; an automotive and a plumber's and steam fitter's set. The automotive consists of five saws and two mandrels.



A novel saw which will cut a circular hole up to $3\frac{1}{2}$ inches when attached to a portable electric drill.

English Sportsmen Purchase Chris-Craft

While in the New York Show Room of Chris Smith & Sons Boat Company—the day previous to sailing—Major Segrave, driver of the English mystery car which recently broke the world's records, and K. Lee Guinness, Managing Director of the Robinhood Engineering Works, Ltd., of Putney Vale, London, England, inspected the Chris-Craft and the Chris-Craft Cadet.

Both were very much taken with the Chris-Craft product, and stated that they were the finest examples of fast modern runabouts they had seen. Mr. Guinness was so much impressed that he purchased a Chris-Craft Cadet, powered with a 70 h.p. Kermath, gave his check for five hundred nine pounds and eleven shillings, and arranged to have the boat follow on the next steamer.

Mr. Guinness is having the Chris-Craft Cadet shipped to Glasgow, Scotland, where it will be used as a tender aboard the new yacht he is building there. Thus, these English gentlemen not only take home world's record for land travel, but also, in their opinion, America's best boat value.

(Continued on page 202)

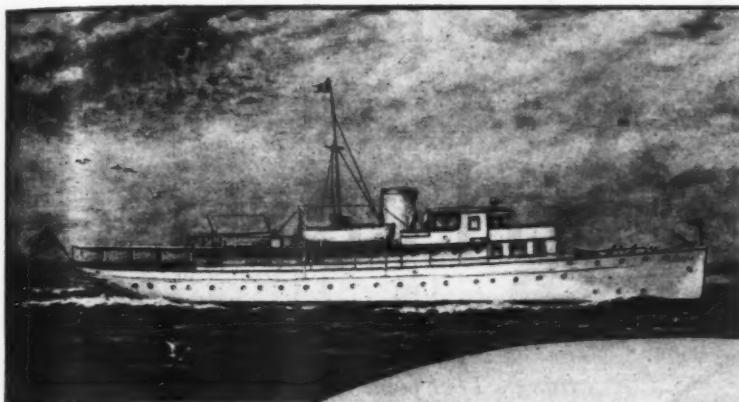
MAY, 1927

MOTOR BOATING

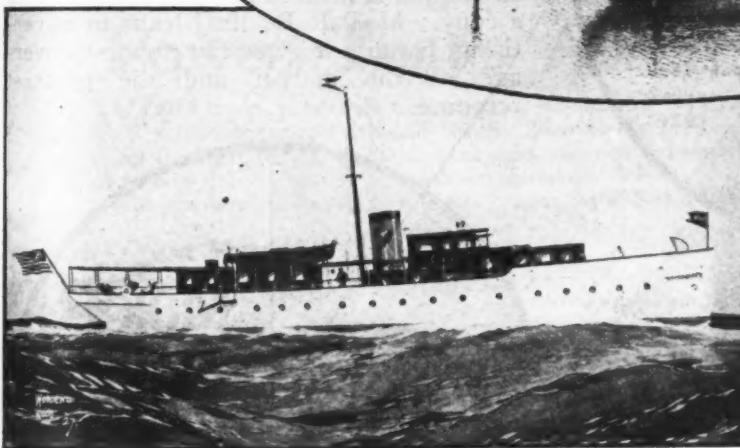
119 West 40th Street, New York, N.Y.

199

Now Building By Defoe



COMOCO, 140' x 23' 6", for Mr. R. W. Judson of Detroit, is the newest Wells design and as such bids fair to outdo, in beauty, his last season's SYLVIA, also built by us. Power is two 350 H.P. Bessemer Diesels.



HELEN, 105' x 17', for Charles E. Sorensen of Detroit, will not only be a boat of outstanding character and beauty, but will have aboard the finest and latest of equipment, even to Gyro compass and "Metal Mike." Power consists of a 200 H.P. Bessemer Diesel.

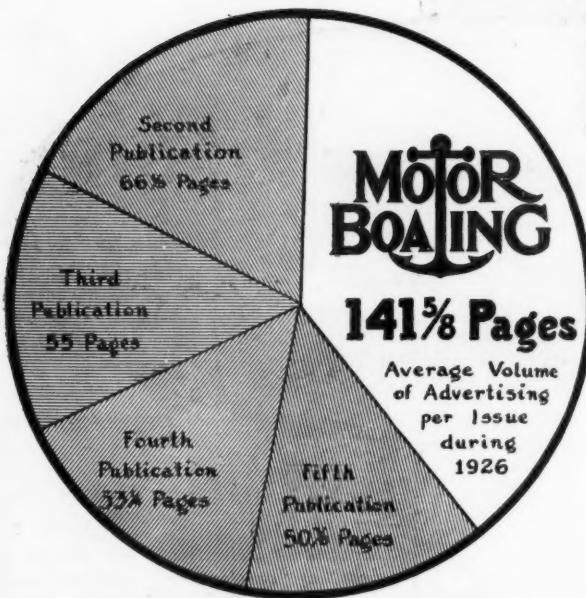
WE cordially invite anyone interested in yachts and yacht construction to call at our plant, a three hour run from Detroit, an overnight ride from New York City in through Pullman, and inspect the work now under way, including these two boats, which are to be completed in June. Many things in yacht construction can be seen and judged only during the construction stages of the job, and for this reason it gives us pleasure to demonstrate the high character of our workmanship in all branches of yacht building and power installation.

DEFOE BOAT & MOTOR WORKS

BAY CITY, MICHIGAN

When writing please mention MOTOR BOATING, 119 West 40th Street, New York.

Where Shall I Advertise?



Average Volume per Issue for 1926

MoToR BoatinG carries over one-third of all the advertising placed in the marine field, and more than twice as much as any other boating magazine.

MoToR BoatinG is head and shoulders above all other boating publications in volume of advertising. It carries more than twice the volume appearing in other magazines published for the same field. Chiefly because advertisers allot their appropriations according to the results produced by past advertising, and **MoToR BoatinG** has amply proved itself to be the best producer.

Advertising returns depend on quantity and quality of circulation, reader confidence, editorial interest and authority. These qualities have been consciously and intentionally built into **MoToR BoatinG**, slowly but surely, confident that advertising value and volume would follow as certain as the law of cause and effect.

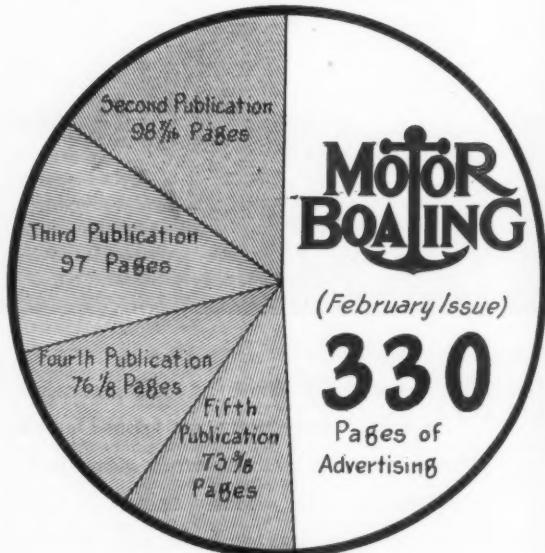
FOR RATES AND FURTHER PARTICULARS WRITE:

MoToR BoatinG, 119 West 40th Street, New York, N.Y.

Advertising Index will be found on page 220

In the boating field it is not a perplexing problem to find the most profitable medium for your advertising. That point has been already settled for you by the most successful manufacturers in the industry.

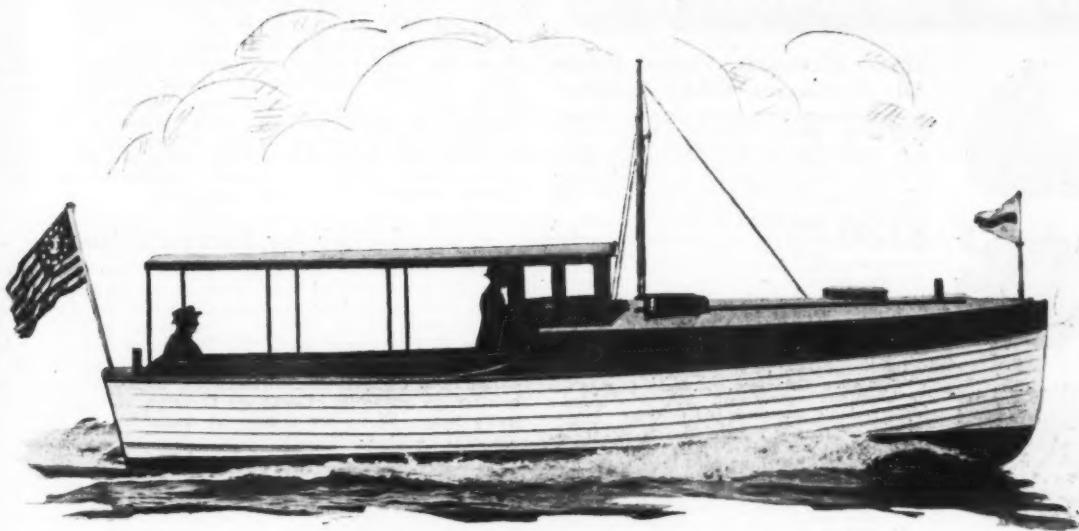
HERE is only one leading boating magazine and that is **MoToR BoatinG**. It leads in circulation, because it has the greatest editorial interest and gives the reader the most in advertising and information on what's what in boating products. Quality circulation is insured by the price, 35 cents a copy. **MoToR BoatinG** leads in advertising, because it gives the greatest coverage of the market and the greatest response.



The Annual Show Numbers

This disc tells in unmistakable terms which boating publication is the first choice of the industry at Show Time. The 1927 Show Issue of **MoToR BoatinG** carried nearly one-half of all the advertising placed—within a few pages of the total for four other magazines combined.

W-S-M DRIVEN



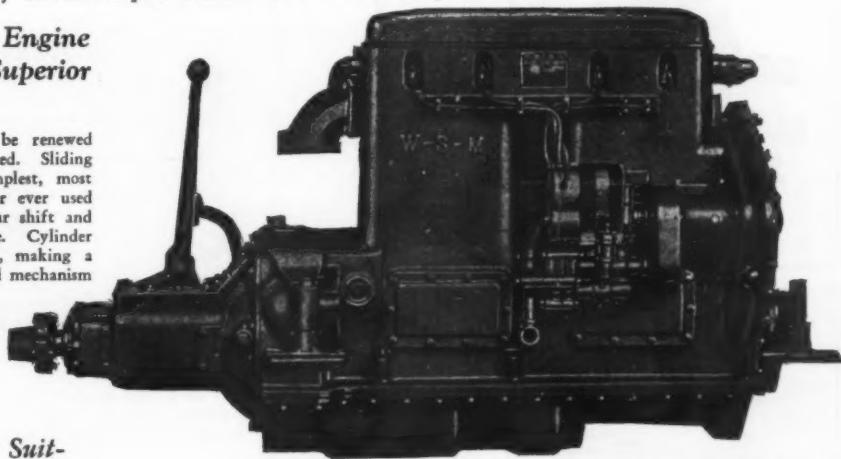
This thirty-two-foot cruiser built by the W. F. Ruddock Boat & Yacht Works, Inc., Greenwich, Conn., is powered with a 60 H.P. W-S-M, which drives it at a speed of 15 miles per hour.

Power That's Always Reliable

WHERE service demands the utmost in dependability and ruggedness you will find W-S-M marine engines are a logical choice. Their ability to give long and uninterrupted service under the most grueling conditions, their quiet operation and freedom from vibration are the results of superior design and more thorough workmanship. When you power your boat with a W-S-M engine your boating joy will be complete because the W-S-M is always reliable.

Only the W-S-M Marine Engine Gives You All of These Superior and Advanced Features.

Removable cylinder walls which can be renewed without moving the engine from the bed. Sliding type of reverse gear, the quietest, simplest, most durable and easiest operated reverse gear ever used in a boat—works like an automobile gear shift and gives 80% of forward speed in reverse. Cylinder block and crank case are cast integral, making a rigid backbone. Overhead valves with all mechanism in water-cooled detachable cylinder head. Pressure lubrication direct to every wearing surface without exposed piping. Swiveled three-point support.



*There's a W-S-M Suitable for Your Boat—
Let Us Tell You About It*

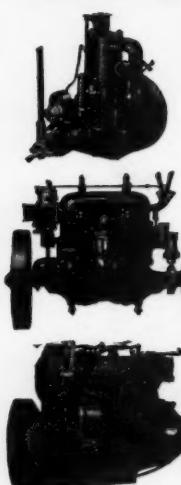
HIGH SPEED
48 to 60 H.P.
1000 to 1400 R.P.M.
Weight, 1350 lbs.

MEDIUM DUTY
28 to 45 H.P.
600 to 900 R.P.M.
Weight, 1450 lbs.

THE SANDERSON-CYCLONE DRILL CO. ORRVILLE, OHIO

When writing please mention MOTOR BOATING, 119 West 40th Street, New York

BIG SAVING on The Motor You Need



Three Matchless Power Values All of Famous GRAY Quality!

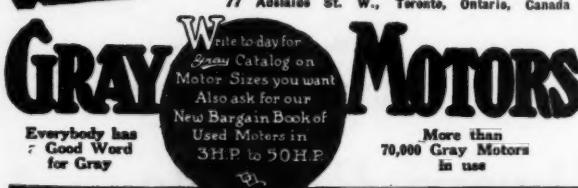
\$99 Gray Model O, 5 H.P., 4 Cycle—smoothest running one-cylinder Motor. Gasoline or kerosene. Bore, 3 3/4"; stroke, 4 1/2". Light weight, high power, oversize parts, overhead valves. Bearings, bronze-packed. Large oil reservoir. Only \$99, including propeller, etc. Equipped with Wico Magneto—\$136.

\$136 Gray Model U, 6-8 H.P., 2 Cycle. A range of speed that permits throttling down for trolling. A sturdy, compact power plant for 14 to 22 ft. craft. Smooth-running, powerful, economical. Only 3 moving parts—piston, connecting rod and crank shaft. Price includes propeller, shaft and stuffing box.

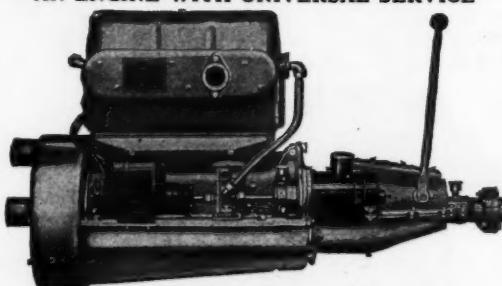
\$270 Gray Model Z-B, 20-25 H.P., 4 Cylinder, 4 Cycle—same construction as famous Gray Model Z used as standard equipment by more than 100 Boat Builders, including Richardson and Eleo. Built to use with separate reverse gear. \$270, price includes battery, timer, generator and propeller.

Write for Catalog Folders. Gray Marine Motors are also built in 4 sizes of "fours" up to 75 H.P., and 3 sizes of "sixes" up to 90 H.P.

GRAY MARINE MOTOR CO.
6910 La Fayette Ave. Detroit, Mich.
Bowler, Holmes & Hesker, 259 Greenwich St., N. Y. C.
Gray Marine Motor Co. of Canada, Ltd.
77 Adelaide St. W., Toronto, Ontario, Canada



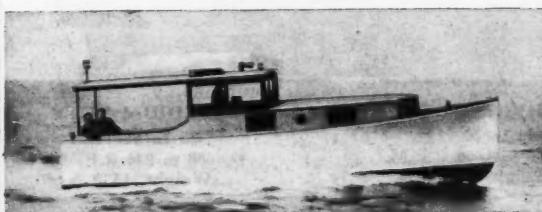
A NEW MODEL CADYFOUR AN ENGINE WITH UNIVERSAL SERVICE



MODEL EUMSA

C. N. CADY CO., 304 G. Center St., Canastota, N. Y.

Rochester 30-Foot Cruiser Price \$2,950.00



Other cruisers 33, 36, 40, 45, 50, 55 and 62 feet. Write for complete data on above or any of our larger sizes.

ROCHESTER BOAT WORKS, INC.
50 CHARLOTTE STA. ROCHESTER, N. Y.

Yard and Shop

(Continued from page 198)

A New Airraft

Patents have been recently granted to Airship, Inc., of Hammondsport, on a device called Airraft, which are so broad that they would seem to cover any type of inflatable boat. The term Airraft and the manner in which it is written on the label has also been registered by the company. The principal material used in the construction of these Airrafts is called Flightex fabric, which is used by practically all American airplane manufacturers, being the strongest fabric for its weight known. This makes Airrafts the strongest and lightest inflatable boats ever attempted.

A Glue for Every Purpose

There is a grade of Jeffrey's Marine Glue for every purpose about a boat and every boat owner may know the different kinds, and their purposes if he will get a copy of the new booklet No. 27, Marine Glues, What to Use and How to Use It, just issued by L. W. Ferdinand & Co., 152 Kneeland St., Boston, Mass. This booklet has been carefully prepared both in text and illustrations, to make it as comprehensive as possible. Don't go through this season with a leaky boat. Write for a copy at once.

New Cleveland Dealer

A tremendous revival of interest in boating is taken from this in Cleveland and Perkins & Lewis, Inc., both experienced boat salesmen, have undertaken to supply the needs of Cleveland and vicinity in the way of fast boats. An agreement has been reached with Gar Wood, Inc., in which they will handle the sale and distribution of the full line of Baby Gar runabouts on Lake Erie, so that any yachtsman on the lakes can be quickly and conveniently supplied with this type of boat.

Small Boat Dealer to Move

We have been advised by V. Withstandley, that the quarters which he now occupies at No. 4 West 61st Street, in New York, are becoming increasingly crowded on account of the large stock of Airships Corporation boats which they sell in the New York district. Larger quarters have been engaged immediately around the corner at number 11 Central Park West, where it would be possible to make an even more extensive and elaborate display of Baby Buzz and Baby Stepper boats, as well as the numerous accessories and engines that go with them.

A New Darrow Plane

The outboard user is continually seeking more speed and the Darrow Steel Boat Company of Albion, Mich., are doing their best to provide the speed. They have built a new Darrow plane, which is combined wood and steel construction which is light, strong, durable, smooth skinned, neat in appearance, steady and economical, will not sink, rot, rust, puncture, waterlog, shrink, swell or leak, and will not cause trouble in requiring constant repairs. Its cost is moderate and the weight ready for shipment is only 125 pounds.

Horace Dodge Made Director

Horace E. Dodge, head of the Dodge Boat Works, of Detroit, has been elected a director of Globe Motors, Inc., 518-22 West 57 St., New York. H. Alexander Johnson is president of the Globe company, which manufactures 150, 250 and 500 h.p. Globe marine and aeronautical engines. Among the other officers are Roland Chilton, vice president in charge of engineering, and William Douglas, director.

America a Motorboating Nation

Strikingly illustrative of the widespread interest in motorboating throughout the United States is a recent analysis of sales of Dodge Watercars. It has been found that these boats, which were introduced only three years ago, have already been sold in thirty-six states of the Union, as well as in many foreign countries. The only states in which there are no Watercars are Arizona, Colorado, Idaho, Montana, Nebraska, Nevada, New Mexico, South Dakota, North Dakota, Oklahoma, Utah and West Virginia. In other words, almost everywhere in the United States where there are navigable waterways there are Dodge Watercars.

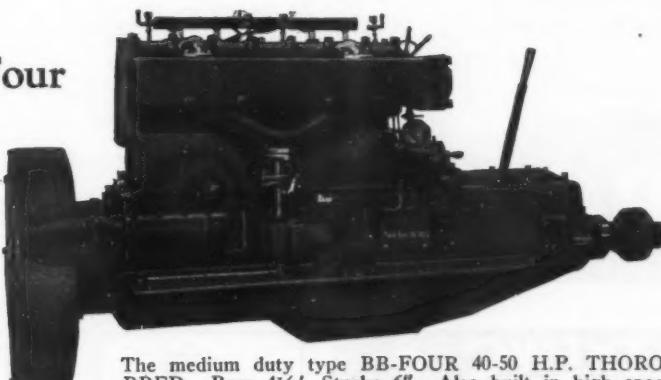
Red Wing Thorobred
THE MOTOR WITH POWER TO SPARE

RED WING'S "LITTLE CHIEF," BB MODELS POPULAR IN STANDARDIZED CRAFT

AMAZING POWER AND PERFECT PERFORMANCE FROM BB-FOUR AND BB-SIX THOROBREDS IN WELL KNOWN CRAFT

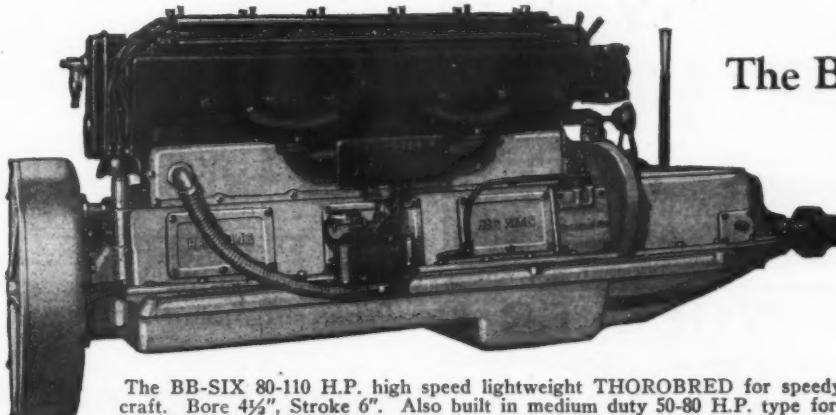
Here are the motors that have made such tremendous success in many of the finest standardized craft of the day. Little Chief Red Wings are powering a great many of the famous Mathews "38" cruisers; driving the Hutchinson's standard runabouts on the St. Lawrence River to new speeds; used in pairs in the splendid 45 foot cruisers by F. D. Lawley, Inc.; and installed in standardized boats of the Blanchard Boat Co., Robert Yandt Boat Works; Chicago Boat Bldg. Co.; Hubert S. Johnson; Jungle Boat Co.; the famed swordfishing craft of Collings & Bell of New Zealand, and a great many others. Choice of BB-Four and Six cylinder Red Wings by such builders as these is convincing proof of the power and satisfaction these Red Wings afford.

The BB-Four



The medium duty type BB-FOUR 40-50 H.P. THOROBRED. Bore 4½", Stroke 6". Also built in high speed 45-70 H.P. type. Five bearing crankshaft and pressure oiled.

The BB-Six



The BB-SIX 80-110 H.P. high speed lightweight THOROBRED for speedy craft. Bore 4½", Stroke 6". Also built in medium duty 50-80 H.P. type for cruisers. Large seven bearing crank and unusually complete equipment.

TWELVE THOROBRED SIZES 7 to 150 H.P.

**Medium Duty Types—High Speed Types—Twin Screw Arrangements
Complete Catalog on Request**

Red Wing Motor Co., Dept. "B" Red Wing, Minn., U.S.A.

MARINE HARDWARE

Ground-tackle of every size and kind is but one item of our stock of Marine Equipment.

Complete moorings, (mushroom anchors, chain, buoys, etc.,) on hand for immediate shipment.

An interesting and instructive folder on moorings will be mailed free upon request. Address Dept. A.

W. & J. TIEBOUT

118 Chambers St. New York

TIEBOUT

MATTHEWS
ELECTRIC
LIGHTING PLANTS

Smart Craft are Electric Lighted

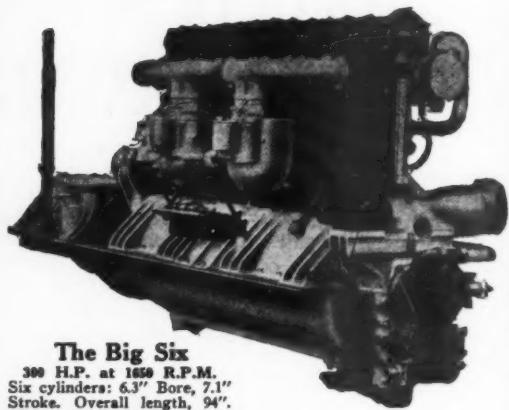
Decks ship-shape. Cabin glowing with hospitality. Running lights burning bright—while the electric searchlight plays about over the water. Proud host and happy guests!

Matthews Marine Lighting Plants are the ones really "Built for Boats". Rugged and dependable, with a 14-year reputation back of them. Two models—400 watts (20-20 watt lamps) "KHM", 1000 watts (50-20 watt lamps). Write for our folder about boat lighting for safety and luxury.

Matthews Engineering Company
617 King Street, Sandusky, Ohio



Model "HR", 400 watts. Ample current for 20-20 watt lamps.

Detroit Marine
Big Six

The Big Six

300 H.P. at 1650 R.P.M.
Six cylinders: 6.3" Bore, 7.1" Stroke. Overall length, 94". Width 30". Height 42 1/2". Weight 1750 lbs.

Dependable power for high speed runabouts and express cruisers.

Write for descriptive literature

Detroit Marine Aero Engine Co.
409 Connecticut Ave. Detroit

Valspar keeps a boat
Shipshape

Send 20c and dealer's name
for 40c sample of Clear Valspar,
Yacht White, Yacht Black,
Bronze Bottom Paint

Valentine & Company
456 Fourth Ave., New York

**VALENTINE'S
VALSPAR**
The Varnish That Won't Turn White

Remember—**WHEELER**—For Practical Speed Boats

We are building **SAFE, PRACTICAL, EXTRA STAUNCH** Speed Sea Skiffs in large quantities. Open hulls with engine bed, shaft, log and rudder. Priced as follows:
21'x6'6", \$600; 25'x7', \$650; 28'x8', \$800; 31'x8'6", \$1,050; 35'x9'6", \$1,500.

**RAISED DECK, TRUNK CABIN AND SEDAN ARRANGEMENTS FOR ALL SIZES
SUITABLE FOR VARIOUS MOTORS—SPEEDS TO
35 MILES**

Facilities for All Types of Custom Built Work
Storage, Towing, Hauling and Repairs.

WHEELER SHIPYARD

Boat Manufacturers

Coney Island Creek and Harway Avenue, Brooklyn, N.Y.
Bensonhurst 5091-8550



25'x7' Stock Sea Skiff, 20 miles with F6 Scripps—\$2,925.00
De Luxe Model with Copper Tanks, etc.—\$3,350.00.
WRITE FOR LITERATURE

Every engine wears out... but..

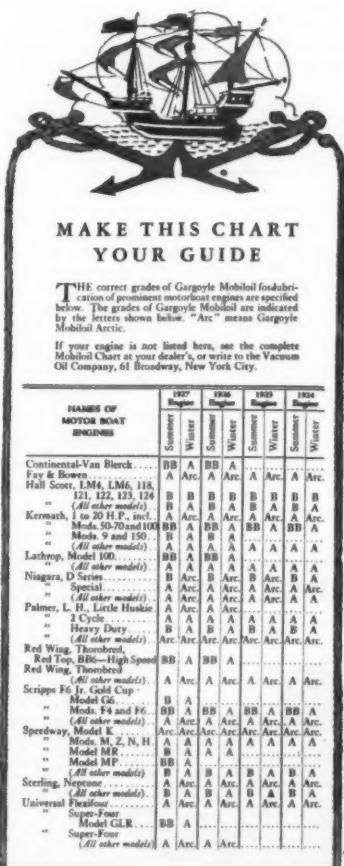
THE time depends more on the lubricating oil than any other one factor.

The blame for half of all motor boat engine troubles rests squarely on lubrication. As a boat owner you know the many ways in which these troubles may crop up. And you also know that they may appear at the most inopportune times.

The engine manufacturers are as anxious as you are to prevent wear and engine repairs. The 57 leading makers of motor boat engines affix permanent Mobil oil recommendations to every engine they build. That's a pretty strong endorsement for Mobil oil! And it's a sound reason why you should use Mobil oil in your engine this season.

The 42 Mobil oil Engineers know the design and construction of your engine. They have studied it in detail. The Mobil oil Chart tells you which grade of Mobil oil to use. Here we show a brief Chart. Your nearby Mobil oil dealer has the complete Chart.

Why not locate a Mobil oil dealer now and arrange with him for your supplies of the correct grade of Mobil oil?



HOW TO BUY—

For outboard motors—we suggest the 1-quart or 1-gallon cans of Mobil oil.

For small inboard motor craft—the 1-gallon or 5-gallon cans of Mobil oil.

For cruisers—the 10-gallon, half-barrel or barrel steel drums of Mobil oil.



VACUUM OIL COMPANY

MAIN BRANCHES: New York, Chicago, Philadelphia, Boston, Buffalo, Detroit, Pittsburgh, Minneapolis, St. Louis, Kansas City, Dallas.

Other branches and distributing warehouses throughout the country

When writing please mention MOTOR BOATING, 119 West 40th Street, New York

Painters may differ as to the kind of work they like—but when it comes to brushes they are unanimous for

WHITING'S CELEBRATED BRUSHES ADAMS SUPERIOR BRUSHES

The great majority of them learned the value of these famous names while they were learning their trade and are using them yet.



WHITING-ADAMS
BOSTON
BRUSH MAKERS FOR 118 YEARS

SCHEBLER The World's Finest CARBURETORS

America's
Standard

WHEELER-SCHEBLER CARBURETOR CO.
INDIANAPOLIS

\$7995.00

Fleetwing

**VIBRATIONLESS
ECONOMICAL
FAST—13 MILES
DOUBLE CABIN
BRIDGE DECK
CUSTOM DESIGN**

A trial convinced.

Frank V. Borick
152 W. 42d Street
NEW YORK
Phone Wisconsin 4742

GREENPORT BASIN & CONSTRUCTION CO., Builders

New Engine to Be Used in Runabouts

(Continued from page 32)

exclusive Chrysler type—with slotted skirts and five concentric rings per piston, all located above the piston pin. Piston material is tung-tite alloy with bridge type invar steel struts, which control the expansion and contraction of the metal, thus adding this important advantage to the many other superiorities of these alloy pistons.

Lubrication is given special attention. The crankshaft is drilled for forced lubrication. Pressure is supplied by a gear type oil pump in the engine base. From a two-gallon reservoir in the base, oil is drawn by pump and forced through a condenser type oil cooler to main bearings, connecting rod and camshaft bearings. Cylinder walls and valve mechanism are spray lubricated from holes drilled in connecting rods and from oil thrown by crankshaft webs.

Powered with this new Chrysler engine, the Chris-Craft Cadet becomes one of the outstanding models of the year.

The new Smith product duplicates in appearance and handling quality the already famous 26 foot Chris-Craft. The Cadet however, is 22 feet over all, with 6 foot over all beam and 22-inch draft. The planking is mahogany throughout, with keel, stern and chines of selected oak and mahogany. It is notable for its exceptionally balanced design. The under-body construction and the engine location produce a perfection of buoyancy and graceful planing effect unique in this sized runabout. Unequalled speeds and splendid riding qualities are attained even in roughest waters.

Compact, easy handling and designed for the utmost convenience of the driver, the boat nevertheless offers the outstanding advantages of five-passenger forward cockpit and three-passenger after cockpit, a highly desirable arrangement unique in runabouts of this size.

Perfect appointment and complete equipment distinguish the boat. While it is offered at an exceptionally low price for boats of its type and high quality, the Cadet has been maintained in every respect at the highest Chris-Craft standards.

Exceptional factory facilities, an unusual production program—based upon the nation-wide service facilities offered by the Chrysler organization—and the wide usefulness of a 22-foot runabout are the explanation given by the Smith Company for the unusual value they are able to offer.

The Cadet size suits it ideally for lakes, rivers and smaller bodies of water, while its economical operation and low upkeep give it a wide appeal. Yet the abundant power of the Chrysler Imperial engine and the salt water equipment throughout, insure a craft of the widest possible runabout usefulness.

For a boat of such wide appeal, the Chris-Craft Cadet is fortunate in having the service facilities of Chrysler distributors everywhere. An exceptional feature of the Chrysler production of the new Imperial marine engine is the service training of the entire Chrysler organization for marine work. Designers are congratulating the Chris-Smith and Sons Company on having been the first to adopt the new engine and avail themselves of the wider market afforded by the Chrysler prestige and widespread organization.

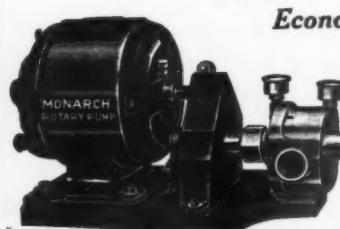
It is already predicted that the three pitch adaptability of the Chrysler Imperial engine—making it available for use in hulls of a wide variety of design—will quickly establish it as the selection of many designers and builders. The Marine Engine Division is conducting tests for a number of builders, in addition to supplying the increasing production requirements for the Chris-Craft Cadet.

MONARCH ELECTRIC PUMP

Silent

Economical

and Efficient

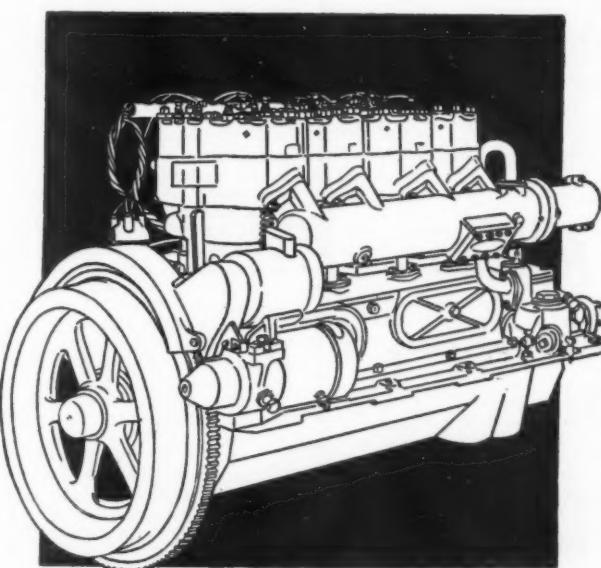


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PNR3—3	18 h.p.
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ZR3—3	30 h.p.
ZR4—4	40 h.p.
F2—2	18 h.p.
F3—3	25 h.p.
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NK2—2	25 h.p.
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VH—4	14 h.p.
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Little Huskie, 4 cylinder,	15 h.p.

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They are built in 1, 2, 3, and 4 cylinder units, 4 cycle medium duty, designed for continuous service, but sufficiently high speed to be light and to require a minimum of space.

The ZR series is a worthy member of the Palmer line.

DESCRIPTION

No. of cylinders—1, 2, 3 and 4

Bore— $5\frac{1}{2}$ inches

Stroke—6 inches

Speed—700 to 800 r.p.m.

Power—7, 18, 30, 40 h.p.

Weight—425, 775, 1,100 and 1,300 lbs.

Ignition—Multi-cylinder type, Atwater Kent; Single-cylinder type, Timer

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Write the Editor.*

[This advertisement is in response
to the many inquiries as to where
MoToR BoatinG is on sale.]

*World's Record at Miami
(Continued from page 13)*

laps remained for the competing boats. From Walter Brigg's motor yacht Janey, anchored in the center of the race course, a number of flags were arranged in vertical hoist to indicate the number of laps to go. If the boats had competed two laps of a six lap race, for example, four flags were displayed. As the competitors completed the third lap, one flag was hauled down leaving three displayed and so on down to the start of the last lap when only one flag was in view.

As usual Odie Porter was Chief Timer, and with T. E. Myers of Indianapolis and their electric timing machine, there was no doubt at any time as to the records being official or correct. Commodore F. E. Demarest acted as Chief Starter and was assisted by such men as Edward Treat and others. Captain F. H. Henning was Chairman of the Traffic Committee which had control of all traffic on land in connection with the Regatta.

Perhaps the feature event of the entire Regatta was the Yachtsman's Ball which was held on the evening of the last day of the Regatta. The details in connection with this social event were in charge of J. N. Van Urk, ably assisted by some twenty specialists in this line. The Yachtsman's Ball was attended by some four hundred yachtsmen and would-be yachtsmen and at this event the various prizes were presented. At the Yachtsman's Ball a solid gold medal was presented to Commodore Gar Wood by the citizens of Miami Beach as a slight token of their appreciation to Commodore Wood for his many racing activities at Miami Beach dating back for several years and his efforts toward making the many Regattas at Miami Beach such a success.

The two day regatta started with the first heat for the 151 cubic inch hydroplanes. Although the two fastest 151 boats in the world were entered and started, yet they failed to perform anything like the claims that have been made for them in some localities. Miss California owned and driven by Richard Loynes of Long Beach, California was credited with a shade over 61 miles an hour on a mile straightaway test made in California a few months ago. This is a Hacker designed craft and is powered with a Miller motor using a supercharger.

Miss California's only competitor at the Miami races was Spitfire VI owned by J. H. Rand of Buffalo. This boat is also a Hacker design but is powered with a Frontenac 151 inch motor. This is the boat which won the championship for 1926 and the Elgin Trophy.

With these two champions matched against each other, it was expected that the 151 inch supremacy would be settled at this regatta but what promised to be an important contest soon collapsed as Spitfire's power plant went bad soon after a bad start at the beginning of the first heat and the racer had to be towed off the course. This ended her career as far as the Southern championship was concerned and as there were no other 151's in the country in the class of Miss California and Spitfire which would enter in an event where these two boats are competing, the race and championship went to Miss California, by default. This boat finished both heats, but without competition she took things rather easily, her best speed for a 3 mile heat being 41.32 miles per hour.

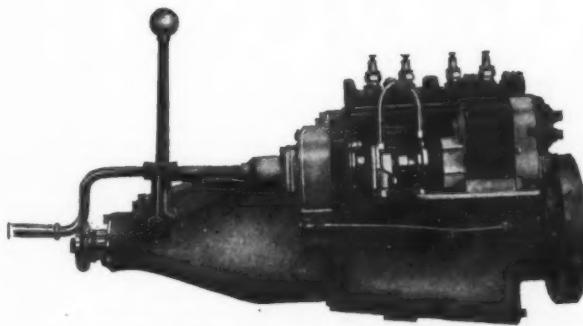
When the first heat for the Colonel E. H. R. Green Trophy race, for the outboard championship of North America, was called, the race course was literally black with tiny craft, darting hither and thither, dodging each other at all sorts of angles without any respect for the rules of the road or the other fellow's rights. But no casualties occurred as crews of all the boats seemed very adept at handling. Twenty five entries were received for this class which is without restriction as to power plant or hull except that the motor must be of the outboard type and handled by an amateur. Every conceivable type and shape of craft was among the entries from eight feet in length up—hydroplanes, displacement boats, sea sleds and everything. With their unmuffled exhausts coming from twenty five boats, each exhausting 2500 times a minute, it sounded like the warming up process of a fleet of Liberty engine hydroplanes about to race for the Harmsworth Trophy.

A great deal of advance preparation had been made by the owners for this race. The Colonel E. H. R. Green Trophy is the most coveted one open to the outboards. Plans and preparations had been going on for nearly a year. It was absolutely impossible to get any advance data on the possibilities of any of the contestants. All the trials had been held in secret with the hope that something as yet undiscovered would be found. Many of the tryouts were held at night or in the early hours of the morning.

The types of boats were very interesting, most of them being from ideas conceived by their owners. Most of the boats too were home made, constructed wholly by their owners. It was an amateur event indeed. The owners were not confined to mere boys. Several grown ups had boats en-

(Continued from page 210)

Hallett has revolutionized the designing of small marine engines



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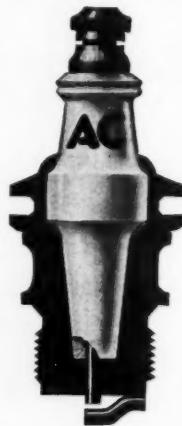
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Combined with these features are the basic qualities of excellence which have made AC plugs supreme on land, water and in the air. For greater satisfaction and safety in motor boating, be sure to ask your dealer for the new AC Long Life Plugs.

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FRANCE

Advertising Index will be found on page 220

World's Record at Miami

(Continued from page 208)

tered and their owners were among the most enthusiastic ones. Practically all of the racers were powered with the same make of outboard motors, the 8 horsepower Johnson.

The start was a beautiful one, practically all of the 20 starters going over the line together. It would have been possible to cover the entire fleet with a blanket. But they didn't remain together long. Before the first turn was reached a couple of owners were swimming. Several others decided the going was too rough for their comfort. But most were game and continued on.

The first turning buoy caused one or two more casualties as the bunching at this point was more intense than the worst traffic jam on land. How so many could get around a buoy so quickly and occupying the same space at the same time, is hard to figure out. But they did and the judges reported no fouls.

Four boats were practically on even terms for the lead at the first turn of the 1½ mile course but as they all squared away for the straightaway on the back stretch, Wanderjax owned by Willard Ware shot into the lead. How this boat did pull out in front. The water was rough but young Willard slowed down for nothing. He touched only the high spots as his boat leaped out of water from one wave crest to the next. His speed down the back stretch was nearly 25 miles an hour.

The boats astern of Wanderjax were having even rougher going but young D. H. Conkling, Jr. in his boat, Poison, was driving a most plucky race. It even looked at times as though he was going to give Wanderjax a real race for first place. But every time he drew up a little on the leader, Willard Ware would respond with a little more throttle and the space between the two boats would widen.

At the end of the first lap Wanderjax had about a five second lead. Baby Bandit owned by J. A. Fiske of Coco was pushing Poison hard for second place but didn't have quite the necessary punch. Several of the others that started, dropped out either because of personal preference or because of lack of boat stability which landed them in the water. But the 15 or 16 boats still remaining in the contest were making about as pretty a race as one would want to see. The youngsters at the helms were showing as much grit and determination to win as any of the experienced grown ups.

For three laps of 1½ miles each, the grind continued and a grind it was. The water was exceedingly rough for the tiny craft, all of which had been specially designed and built for speed alone. Every few seconds saw another contestant withdraw. But the leaders stuck to it.

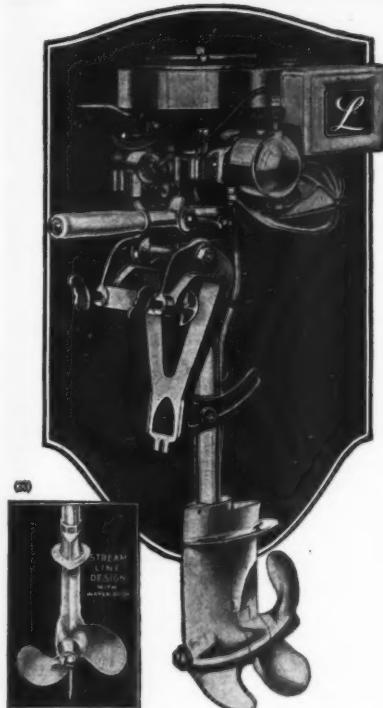
On the last lap of the first heat, Baby Wanderjax increased her lead quite materially. This boat seemed to have a lot of reserve speed and her owner and driver, Willard Ware, was sailing a very heady race, keeping just far enough in the front to worry his competitors. But with the finish line in sight he decided to give the spectators an idea of just how fast he could go and so down the home stretch Baby Wanderjax literally flew. One would not have believed it possible that an outboard craft could step out so. This boat crossed the finish line, finishing the 4½ mile heat in 11 minutes, 38 seconds which is equivalent to a speed of 23.18 miles an hour, only four tenths of a mile slower than the 600 horsepower Standard made in the first race for the Gold Cup in 1904. And Wanderjax was powered with just 8 horsepower. So there has been some progress in boat design and marine motors in the last 20 years or so.

Poison came in a few seconds astern of the winner, averaging 22.0 miles per hour. Baby Bandit was only 4 seconds further astern and the rest of the eleven boats that finished were close behind.

In the second heat for the Green Trophy, everyone expected Baby Wanderjax would be able to repeat her first heat victory and thus retain the trophy for another year. The field of starters in the second heat was fully as large as in the first heat. Right at the start Baby Wanderjax jumped into the lead, closely followed by Poison and Baby Bandit. The leader appeared to have little trouble in opening a gap between her and the second boat. But her lead didn't last long, for when rounding one of the turning buoys, a wave thrown up by one of the patrol boats dashed over her 8 horse power motor and put it temporarily out of business. While the delay which this caused was not of a very long duration, yet it was a sufficiently long one to give Poison the lead and Baby Wanderjax never was able to catch her. Poison too had trouble keeping going at full speed and the lead was taken by Baby Bandit. Then along came Stepping Out, entered by L. A. Jones, Ella, owned by H. H. Taylor, Baby Garlic owned by Watson Charles and Katchme II owned by L. P. Allen, all of which passed Poison.

(Continued on page 212)

LOCKWOOD Leads with the PROVEN Motor!



See our Exhibit at the
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At the first big official regatta of the 1927 season at Miami, Florida, March 18-19, the LOCKWOOD Twin, true to its form, won both first and second places in Class B races, in a field of seven starters. This outstanding performance is especially noteworthy when you know that the LOCKWOOD Twin is the smallest in piston displacement (15.9 cubic inches) in Class B Motors of which there are five different makes on the market. Boat used in this race was the Lockwood Skimmer.

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THE MATTHEWS COMPANY
PORT CLINTON OHIO

Advertising Index will be found on page 220

World's Record at Miami

(Continued on page 210)

Baby Bandit finished first. The best place that Poision could get was fifth, Baby Wanderjax was ninth and as the winner of the second heat had finished in third place in the first heat, her point score of 724 was enough to give her first place for the series and the Colonel Green Trophy representing the Championship. Poision finished in second place and Baby Wanderjax was third for the series.

The class for stock super-express runabouts created a great amount of interest and was the means of settling much rivalry between boats which had existed during all of the winter season. This class was open to stock runabouts powered with 150 horse power motors. Those built by the Chris Smith and Sons Boat Company and those by Gar Wood were the chief contenders. All through the winter each had been claiming to be the faster. In informal brushes that had taken place the Gar Wood boats had taken most of the honors. So these races were to decide which stock runabout was really entitled to the claim of being the faster. The Gar Wood followers were exceptionally confident that they could clean up. The Smith boat owners did not appear so confident but they were making preparations to win the championship which the others did not know about.

When the preparatory signal was given for the first six mile heat for this class, five boats lined up. Two of them were Baby Gar Jrs. and three were Chris Crafts, so the odds were about even. Bernard Smith of the Smith organization was at the wheel of one of the Smith boats and Robert McAllister of the Wood service department was in charge of one of the Baby Gars. The Smith boats were powered with Kermath engines and the Wood craft with 150 horse power Scripps.

At the start the Baby Gar Jr. took the lead but Bernard Smith followed close astern and passed his rival by the time the first turning buoy came alongside. The two Baby Gars took second and third position respectively and the other Chris Crafts trailed in the rear. They held this relative position until the finish line was reached with the Chris Crafts finishing first, fourth and fifth and the Baby Gar Jrs. in second and third position.

The second heat for this class was held on the second day of the regatta with the first place going to the same boat with Bernard Smith at the wheel. The other boats finished in about the same relative positions except that the Baby Gar Jrs. were second and fourth and the Chris Crafts were first, third and fifth.

Evidently the point as to which of these two stock runabouts is really the faster has not as yet been definitely decided but it was demonstrated at the Miami Beach regatta as in several other southern races this winter and by their respective owners in hundreds of instances that both the Chris Craft and the Baby Gar Jrs. are wonderfully serviceable boats, fast, reliable and safe in all kinds of weather and sea.

Another class for stock runabouts was the one for those powered with 100 horse power motors. In this class, H. Paul Prigg with his Chris Craft had no difficulty in winning both six mile heats and thus—the championship. Although there were a number of starters with identically the same hull and power plant, yet the boat of Paul Prigg outdistanced them all due to the fact that this owner had kept both hull and power plant in the best of condition.

The Biscayne Babies competed for the third year for the Governor Martin Trophy. This prize was won last year by Paul Prigg in his Biscayne Baby No. 12. Mr. Prigg started out to win another leg on this famous trophy and up to a few feet of the finish of the first and the third six mile heats, it looked as though he would be successful. Coming down the home stretch of the first heat, Mr. Prigg's boat, with the owner at the helm, was well in the lead of the eight other contestants in this class which were well bunched astern of him. However, just before the finish line was crossed, the gasoline line in No. 12 became clogged and the fuel supply failed. Before Mr. Prigg could get his power plant going again, six of the eight contestants had passed him. Number 15 owned by Gibson Bradfield which had been running in second place while No. 12 was in the race, finished first, with Opolocka following close astern.

In the second heat of the Biscayne Baby race, Mr. Prigg's No. 12 was not able to start and this heat was also won by No. 15 with No. 20 owned by Richard Ward in second place. However in the third heat No. 12 was again at the starting line and with Mr. Prigg's skillful driving was able to complete the six mile course in 9 minutes, 32 seconds, the fastest of the three heats and nearly half a minute ahead of No. 20 which won second place. For the series for the Governor Martin Trophy, Gibson Bradfield with his No. 15 collected a total of 1124 points, which was sufficient to give him the trophy which he will hold for the coming year.

(Continued on page 216)

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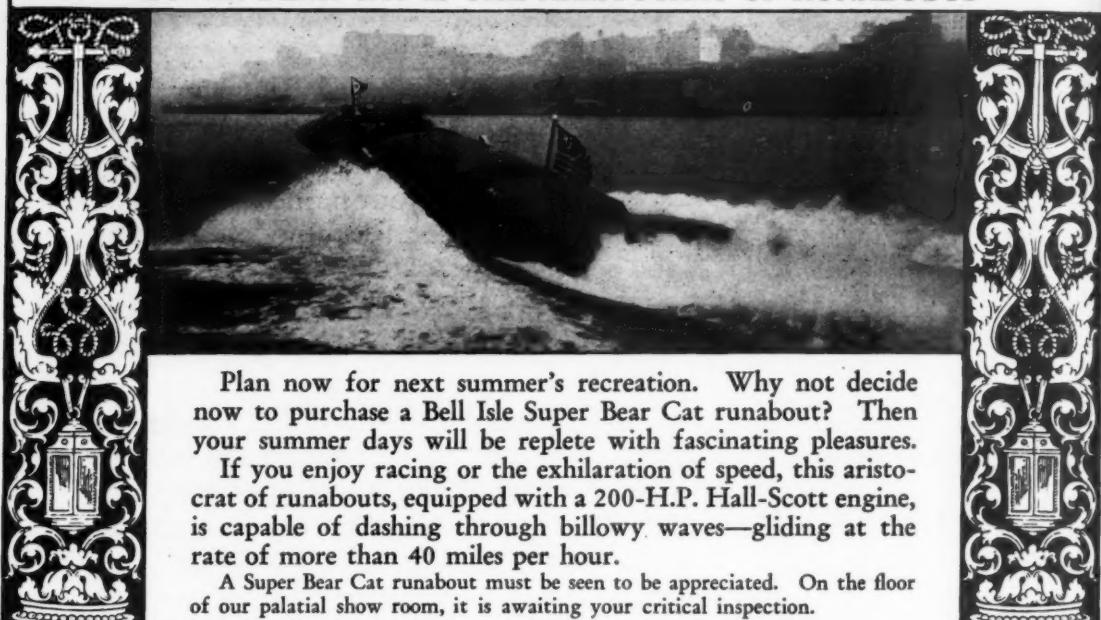
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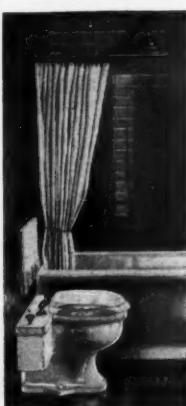
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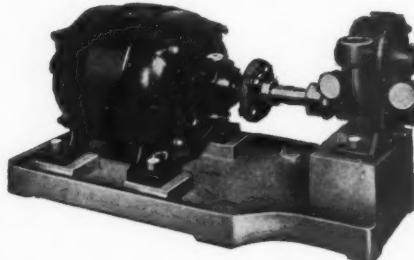
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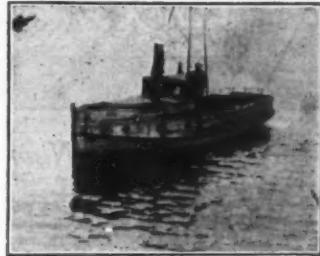
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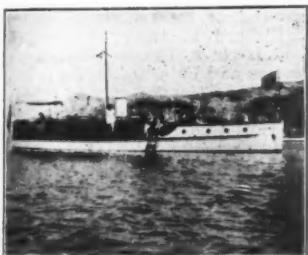
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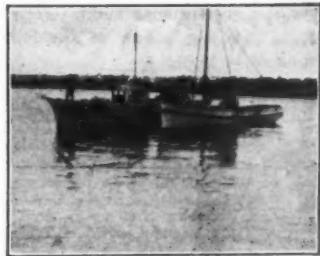
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World's Record at Miami (Continued from page 212)

Richard Ward with No. 20 finished in second place with 947 points for the series and Opolocka, third with 937 points.

For the Express Cruiser race, consisting of one heat of eight miles, five boats started. It was expected that Gar Wood's new twin Liberty powered cruiser, Gar Senior II would have no trouble in defeating the rest of the field and winning the championship. Although Commodore Wood got his cruiser over the starting line well ahead of the rest of the field and held the lead for a considerable part of the distance, yet as soon as William J. Conner's cruiser, which is also a Gar Jr. powered with twin Liberties got his start underway he began to rapidly close the distance which Commodore Wood had opened between his own boat and the rest of the field. Before the race had gone over a quarter of its distance, the two craft were on even terms and then W. J. Conner's III took the lead which it held to the finish. Mr. Conner's cruiser completed the eight mile course in 12 minutes, 43 seconds which is equivalent to a speed of 37.44 miles an hour, a new world's record for express cruisers on a 2 mile course.

In the unlimited hydroplane race, Commodore Wood entered his two hydroplanes, Miss America IV and Miss America V which raced two heats of 12 miles each around a 2 mile course. It was a race indeed for the two fastest hydroplanes in the world lapped each other for most of the distance each taking the lead alternately.

Miss America V was driven by Commodore Wood himself with Orlin Johnson acting as mechanician. Miss America IV was piloted by Phillip Wood with Joe Kinney as mechanician. In the first 12-mile heat, Miss America V won by a nose with a elapsed time of 11 minutes and 10 seconds. In the second heat Commodore Wood also brought in the boat which he was piloting just ahead of Miss America IV. In this heat Miss America V covered the 12 miles in 10 minutes and 49 seconds which is equivalent to a speed of 66.57 miles an hour. Miss America IV finished in 10 minutes, 54 seconds, at a speed of 66.03 miles per hour. Miss America V's best two mile lap was made at a record of 68.05 miles an hour and Miss America IV's best lap was 67.43 miles per hour. All these speeds were new world's records for competition on salt water.

Four Gold Cup racers showed up for the Gold Cup class, including Imp, owned by Richard F. Hoyt of New York, Miss Tampa owned by C. F. Irsch of Tampa, Florida, Sarade-Sota driven by Fred Blossom and Palm Beach Days owned by Messrs. Wagg and Bigelow of Palm Beach and driven by Commodore Bigelow himself.

Imp, the Wright powered Gold Cup racer which established a world's record for one lap in the Gold Cup class at the 1926 Manhasset Bay Gold Cup Regatta had no trouble in finishing well ahead of the other three contestants in both the first and second heats. Imp's best speed for one heat was 46.3 miles an hour. Miss Tampa finished in second place, Sarade-Sota in third, Palm Beach Days which did not start in the second heat, in fourth place.

In the Free-for-All Displacement craft class, which race consisted of two heats of 7½ miles each, as fine a field of displacement boats as have ever been brought together, were ready for the starting gun. From the crack of the gun in the first heat, it was a race for blood between Miss Okeechobee, driven by Mrs. W. J. Conner of Buffalo, and Miss Largo II, owned by H. D. Ulmer of Largo, Florida. At the start Miss Largo II took the lead and held it for a considerable distance but finally the experienced driving of Mrs. Conner and the reliability of her craft, Miss Okeechobee, began to tell on the rest of the field. When the race had gone about half the distance, Mrs. Conner took the lead from Miss Largo II and held it to the finish, completing the 7½ mile course in 9 minutes, 22 seconds. Miss Palm Beach also owned by William J. Conner, finished a fraction of a second ahead of Miss Largo II, Sarade-Sota fourth, Chris-craft fifth, and Miss Tampa, sixth.

In the second heat of the Free-for-All Displacement class, Miss Okeechobee with Mrs. Conner at the wheel repeated her victory, completing the distance in 8 minutes 53 seconds which is at the rate of 50.23 miles an hour. Imp with Richard Hoyt at the wheel started in the second heat and finished in second place with a speed of 49.02 miles per hour.

The Free-for-All race for outboards was as closely contested as the race for the Colonel E. H. R. Green Trophy. Many of the same boats that were entered in the race for the Colonel Green Trophy also entered in the Free-for-All outboard event which consisted of 2 heats of 4½ miles each. Baby Bandit, winner of the Colonel Green Trophy, as well as Baby Wanderjax and several other of the contestants for the Colonel Green Trophy were entered in the Free for All. However, there were a number of other entries in this race.

(Continued on page 218)



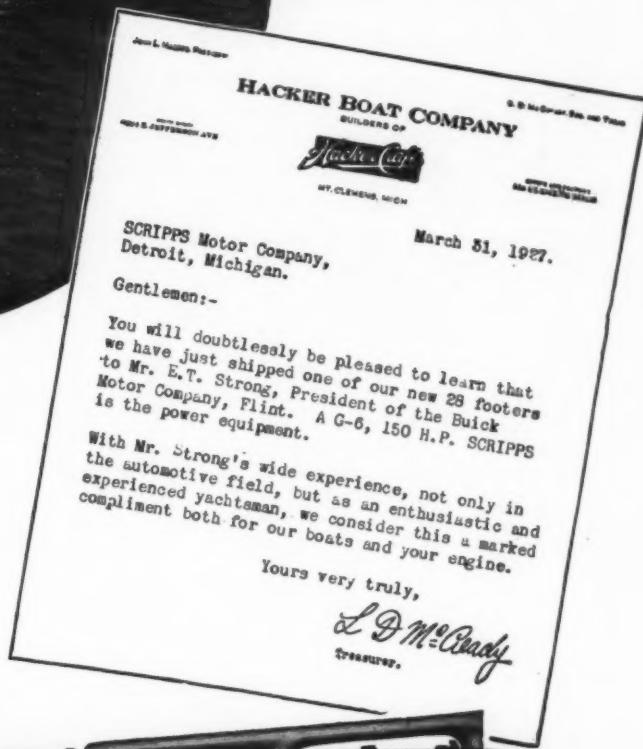
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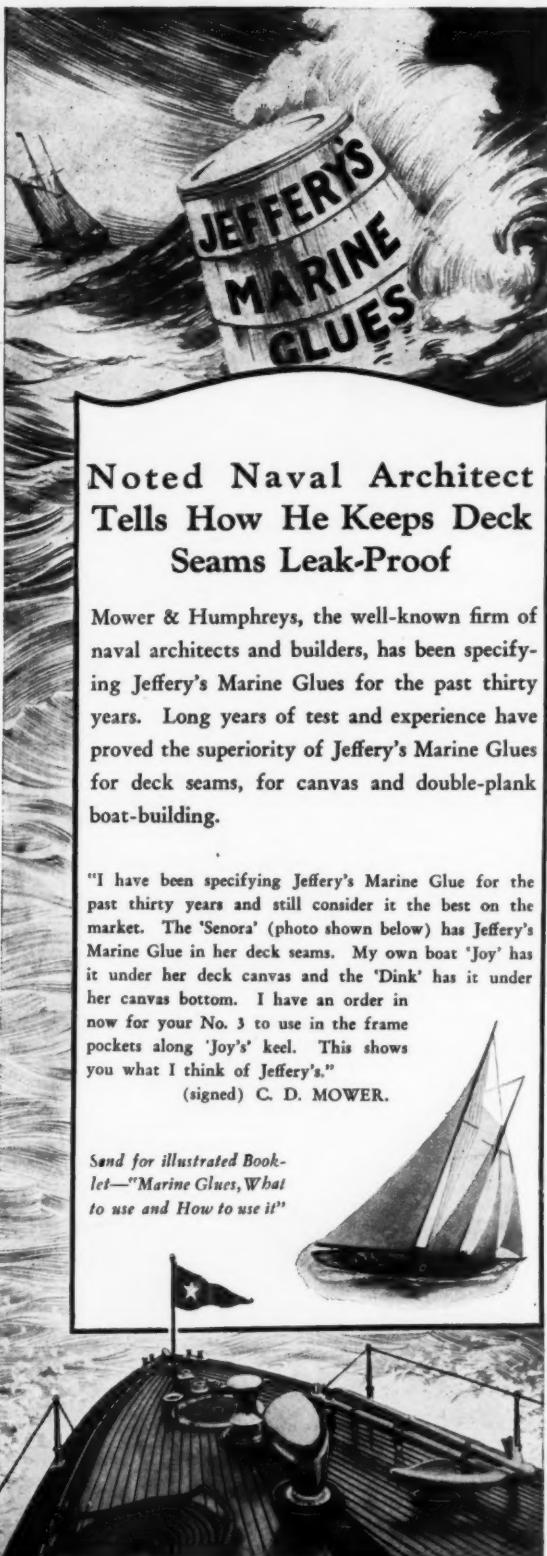
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World's Record at Miami
(Continued from page 216)

Free-For-All. However, there were a number of other entries in this race including Sister Sanford, Sister Tampa and Sister Palm Beach, all owned by A. R. Knauer of Chicago.

Poison owned by D. H. Conklin, Jr. of Palm Beach was the first heat in the Free-For-All outboard race at the remarkable time of 12 minutes and five seconds. In the second heat Sister Sanford owned by A. R. Knauer was able to nose out Poison for first place, thus establishing a tie. As Sister Sanford had made a speed of 22.66 for one 4½ mile heat, while Poison's best heat speed was only 22.35 miles an hour, therefore, the Free-For-All Championship went to the former boat.

After the conclusion of the Miami Beach Races a mile straight-away course was surveyed and Miss America V piloted by Gar Wood made eight official one mile runs which were timed electrically by Odie Porter, assisted by Judge M. G. Porter, both officials of the American Power Boat Association.

The results of the time trials were as follows:

Run	Direction	Elapsed Time	Speed M P H
1	South	45.08 seconds	79.8580
2	North	44.94 seconds	80.1068
3	South	45.04 seconds	79.9289
4	North	44.83 seconds	80.3033
5	South	44.88 seconds	80.2139
6	North	44.76 seconds	80.4280
7	South	44.98 seconds	80.0355
8	North	44.83 seconds	80.3033

Fastest run South—Time 44.88 seconds.

Fastest run North—Time 44.76 seconds.

Average speed, best two runs—80.3212 miles per hour.

Winners, Miami Beach Regatta

Col. Green Star Island Trophy—Baby Bandit—J. A. Fila.
Gov. of Florida Trophy—Biscayne Baby No. 15—Gibson Bradfield.

Miami Beach Trophy—Miss America Five—Gar Wood.
Aladdin Trophy—
City National Bank Trophy—H. P. Prigg.

First Prizes

Grand Free-For-All—Miss America—Gar Wood.
Displacement Boats—Miss Ocochobee—W. J. Conners.
Gold Cup Free-For-All—Imp—Richard Hoyt.
Outboard Free-For-All—Sister Sanford—A. R. Knauer.
Miss America—Miss America Five—Gar Wood.
Express Cruisers—W. J. Conners Third—W. J. Conners.
Super Express Runabouts—Chris Smith & Sons Boat Co.
Express Runabouts—Paul Prigg.
Biscayne Babies—No. 15—Gibson Bradfield.
151 Hydroplanes—Miss California—Richard Loynes.
Standardized Cruisers—Norman—N. P. Walls.
Class B Outboards—H. B. Guthrie.

Second Prizes

Grand Free-For-All—Miss Ocochobee—W. J. Conners.
Displacement Boats—Miss Largo—H. D. Ulmer.
Green Trophy Race Outboards—Poison—D. H. Conklin, Jr.
Gold Cup—Miss Tampa—C. F. Irsch.
Outboard Free-For-All—Poison—D. H. Conklin, Jr.
Miss America—Miss America 4th—Gar Wood.
Express Cruisers—Gar Sr. 2nd—Gar Wood.

First Prize

Baby Gar Jrs. Super Express—“W-43”—Berner-Pease.
Chris Craft Super Express Runabouts—Chris Smith & Sons Boat Co.
Dodge Express Runabouts—W. F. Ehne.
Curtis Express Runabouts—Paul Prigg.
Scripps Express Runabouts—Henry Chase.

Second Prize

Biscayne Babies—No. 20—Richard Ward.
Standardized Cruisers—Elco—C. B. Burnett.
Class B Outboards—Phillips Hardware Co.

Third Prize

Grand Free-For-All—Bis. Baby Opolocko—G. C. Adams.
Displacement Boats—W. A. Fisher.
Green Trophy Outboards—Wanderjax—Willard Ware.
Gold Cup—Sara de Sota—Fred Blossom.
Outboard Free-For-All—Sister Tampa—A. R. Knauer.
Express Cruisers—Adieu—R. A. Johnson, Jr.
Biscayne Babies—Opolocko—G. C. Adams.

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